How to Train Men For Your New Yard

March 3, 1958

RAILWAY AGE *weekly*

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NYC's Young Yard

What it is . . . How it's used

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"When I sign a purchase requisition for "Buffalo" Truslock Hangered Brake Beams I know each brake beam will maintain its required operating capacity for 15 full years, based on the manufacturer's written Performance Warranty—or we get a replacement without cost. And in case of accidental damage, Truslock's unique sleeve design permits quick brake head changes without costly reclamation. I buy Truslock with confidence."

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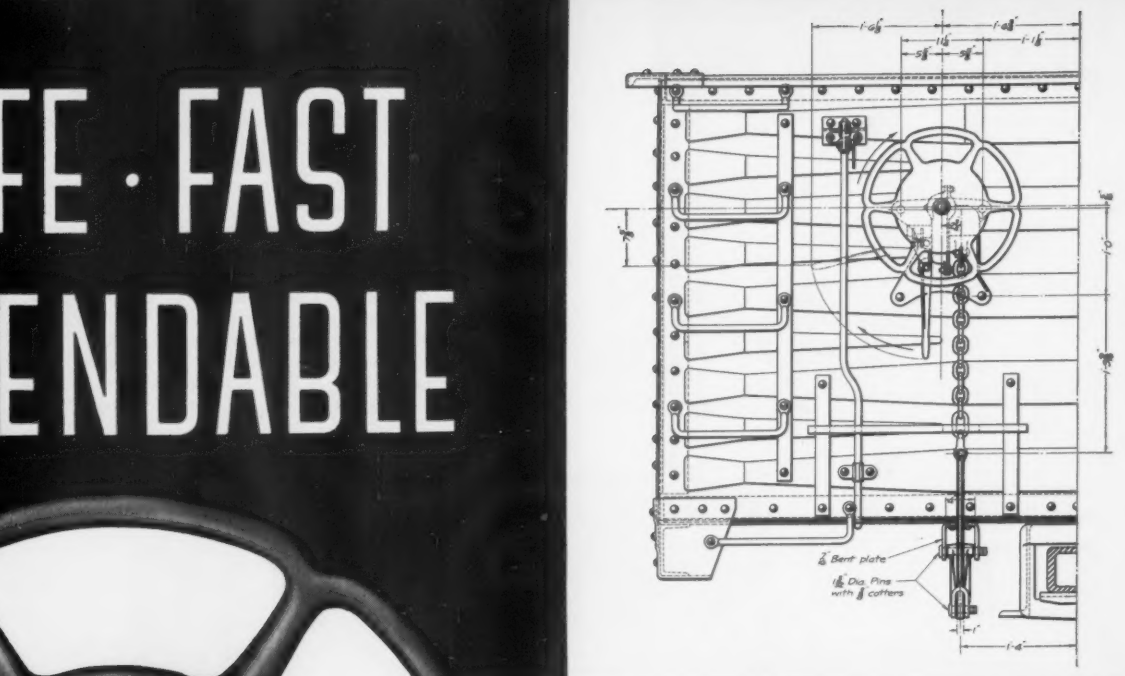

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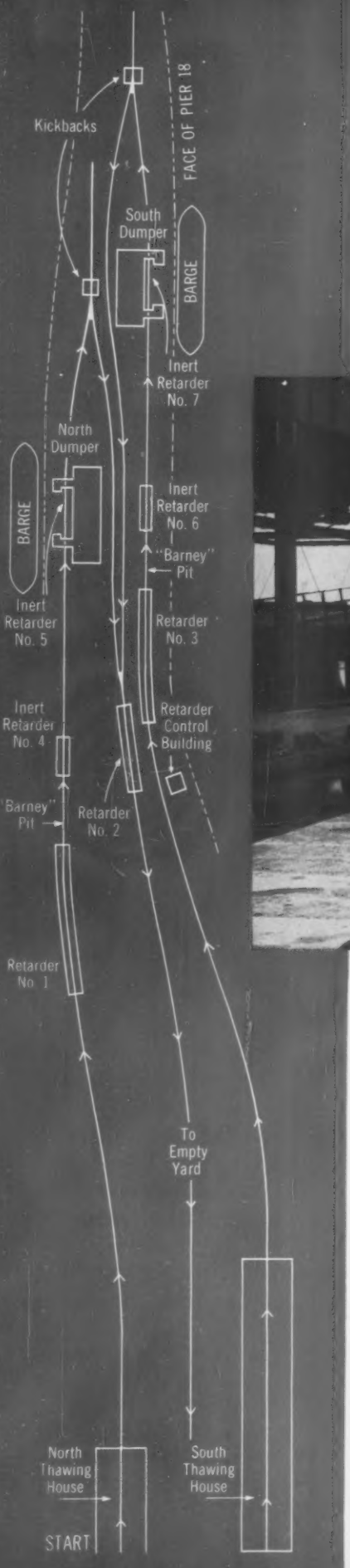
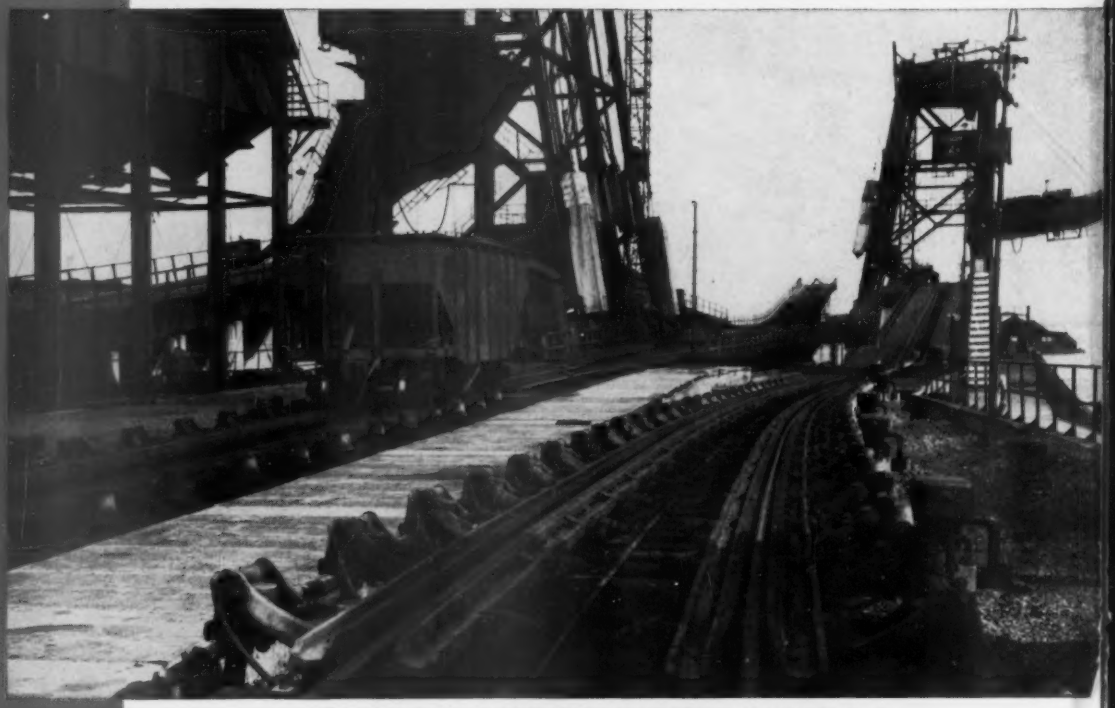


How the new UNION car-retarder system works — Pier 18 has two coal dumping systems and both use the same empty yard. Following through the operation of the North dumper, a loaded coal car leaves the North thawing house, rolls down an incline to retarder No. 1 where its exit speed is reduced, so that when the car rolls on to the "barney" pit, it is stopped by inert retarder No. 4. A "barney" then pushes the car up the slope to the dumper where it is stopped by retarder No. 5. Coal is then dumped into a barge. The next full car pushes the empty car off the dumper. It goes by gravity through a kickback and spring-switch combination for return through retarder No. 2 to the empty yard.

Controls for the power retarders and switches are incorporated in a control machine housed in a new tower building. One operator in this tower surveys the operation and operates the control machine. He has loudspeaker communication with the thawing sheds, the control cabins on the dumpers, and the yard office.



General view of North and South dumpers showing No. 2 and 3 retarders in foreground. Car entering retarder is going to the empty yard.

Fast, low-cost coal handling results from Automation at Pier 18

The Central Railroad of New Jersey recently modernized its coal dumping facilities at Pier 18, Jersey City, N. J. Now, one man sits in a tower, flicks a few levers, and controls loaded coal cars rolling by gravity to the dumpers and empty cars moving from the dumper to the empty yard. Formerly, this job required a crew of car riders and was a costly and hazardous operation.

Now, the job is handled quickly, safely and economically through a system of UNION Electro-Pneumatic Car Retarders. Operating costs have been greatly reduced, and coal is promptly loaded for shipment by barge to New York and New England areas.

What is your materials handling problem? If it involves many carloads of coal, ore or other products, let us show you what can be done with automatic car-retarder systems to increase efficiency and reduce costs. Write for information.

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RAILWAY AGE *weekly*

March 3, 1958 • Vol. 144, No. 9

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New York Central sells 53 'white elephants' ..... p. 9

The railroad has taken a healthy whack at its passenger-service deficit. It has found buyers for over 50 of the 406 passenger stations it put on the block 18 months ago. In every case, the rent the Central is paying the new owners is less than the taxes it once paid on the property.

Aluminum sills stand up well in rigid test p.19

Only the failure of draft lugs, and not the lightweight metal, set the limits of recent trials in Canada. According to lab reports, aluminum center sills held up at least as well as steel.

A broadjump toward the railroad of tomorrow p.20

That's what the New York Central's new yard at Elkhart represents. Named after the late Robert R. Young, the yard is a $14 million investment. The Central figures it's money well-spent to trim operating costs and give shippers better service. Features of the big layout: a huge computer for soft-touch coupling control, automatic switching, and a remote-control unit for class track dress-up.

How can you fight a shadow? p.28

The continuing OUTRAGE — exempt commodities transportation. A well-thought-of effort to help farmers during the depression has warped out of shape. Court rulings have the ICC talking about the futility of it all. What's needed is action by Congress to get things back in line.

New yards score as men back up automation p.30

You can't forget the human element, and human nature, when you plan a modern classification plant. Experience of the roads and men who have been through the rigors of changing over to electronic operations dictates a thoughtful approach. Here are some tips on training and employee relations.

The battle for midwest-Pacific traffic p.42

Most railroads operating between Chicago and California have cut their freight schedules by 24 hours in a strong bid for a bigger slice of the traffic. Fifth-morning delivery has replaced sixth-morning—and in some cases seventh-morning—service.

Senator questions ICC job shifts p.44

Circumstances under which former ICC Chairman Owen Clarke and the commission's former general counsel, Edward M. Reidy, accepted railroad positions have been called "questionable." The job shifts were so described in a recent Senate speech by Wayne Morse. The senator urged creation of a special committee to investigate the regulatory commissions.

Action Page—Begin afresh for passengers! p.46

The idea to try a coast-to-coast passenger experiment is gaining momentum. It would mean getting the support of the brotherhoods—but it's in their interest, too. And it would prove whether there is a future for long-haul passenger service.

Week at a Glance CONT.

Short and Significant

Reciprocal passes . . .

will probably be reinstituted by the New York Central this month. The Central has not issued annual passes to employees of other roads since January 1, 1955. Details of a resumption of the practice are being worked out.

Legislation under study in Missouri . . .

would set up a commission to work out reciprocal agreements with other states on use of Missouri's highway system by interstate truckers. The governor, it's reported, feels Missouri may be losing millions of dollars annually on operation of trucks which pass through the state without paying for highway use.

A prototype heated box car . . .

is undergoing rigorous tests on the Canadian National. The unit is designed to carry all winter traffic now handled in refrigerator cars. It has greater capacity than a refrigerator car—3,220 cu ft compared with 2,273 cu ft—and would be much cheaper to produce, the CNR says.

Transatlantic-Great Lakes freight service . . .

operated by Canadian Pacific Steamships will be augmented this season with two additional ships. This will bring to four the number of chartered vessels operating under the company's house flag.

Largest machine ever designed . . .

to load coal into the hold of a ship has been bought by the Chesapeake & Ohio. The mechanical shiploader, built in West Germany, can load 6,000 tons of coal an hour. It will be installed at the road's new $37-million coal dock in Toledo, Ohio.

Railroads have won a round . . .

in their court fight with air lines over the extent of the anti-trust immunity conferred on rate-making procedures by the Interstate Commerce Act's Section 5a, as originally enacted. A U.S. Court of Appeals has dissolved an injunction which had ended joint railroad procedures for making Section 22 quotations to the government for movements of military personnel. The injunction was obtained by a group of air lines in a $45-million damage suit against the railroads. The lower court ruled that anti-trust immunity did not extend to "concerted" Section 22 quotations. Without passing on the merits of the case, the appellate court held that the ICC should have a chance to pass on the immunity-scope question.

Current Statistics

Operating revenues, twelve months	
1957	$10,491,403,274
1956	10,545,288,905
Operating expenses, twelve months	
1957	$8,227,523,311
1956	8,102,061,592
Taxes, twelve months	
1957	$1,068,421,526
1956	1,120,856,696
Net railway operating income, twelve months	
1957	$ 922,343,635
1956	1,070,313,927
Net income estimated, twelve months	
1957	$732,000,000
1956	$881,000,000
Average price 20 railroad stocks	
February 25, 1958	74.37
February 26, 1957	88.65
Carloadings revenue freight	
Seven weeks, 1958	3,780,165
Seven weeks, 1957	4,554,488
Average daily freight car surplus	
Wk. ended Feb. 22, 1958	119,544
Wk. ended Feb. 23, 1957	6,324
Average daily freight car shortage	
Wk. ended Feb. 22, 1958	171
Wk. ended Feb. 23, 1957	2,403
Freight cars on order	
February 1, 1958	48,787
February 1, 1957	114,656
Freight cars delivered	
One month, 1958	7,219
One month, 1957	8,403

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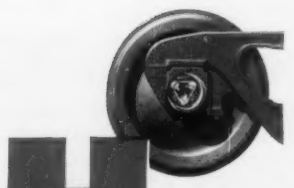
FAST FREIGHT FREE-WHEELING ON ROLLER BEARINGS HELPS STRENGTHEN AMERICA AND PROTECT OUR PEACE

The earth-shaking discord of a freight train in a hurry may not be music to your ears . . . but it's a welcome sound for all America, for it brings greater security to every citizen. One of the bulwarks of our national economy, and in fact our whole defense program, is our 225,000-mile network of railroad tracks . . . because no other kind of transportation can deliver such vast quantities of materials so fast and economically.

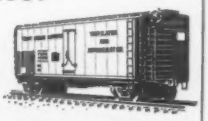
Since World War II, American railroads have spent 12 *billion* dollars on improved equipment to do this job better and better. Now they're eliminating costly hotbox delays by equipping more and more freight cars with *roller bearings*.

Last year *over half* of these were HYATT Hy-Roll Bearings. HYATTS assure faster, more dependable freight delivery, free our railroads from the constant financial drain of friction-bearing lubrication, replacement and inspection costs, and keep freight cars on the go. That's why every new car equipped with HYATT Hy-Rolls helps *all* railroads . . . and through them, helps *you*. Hyatt Bearings Division, General Motors Corporation, Harrison, New Jersey.



Another GM GENERAL MOTORS contribution to railroad progress

OVER 80,000,000 MILES WITHOUT A SINGLE HOTBOX!



Since May, 1953, 1527 Fruit Growers Express and Associated Companies cars have totaled more than 80,000,000 car miles on Hyatt Hy-Rolls without a bearing failure.

HYATT HY-ROLL BEARINGS

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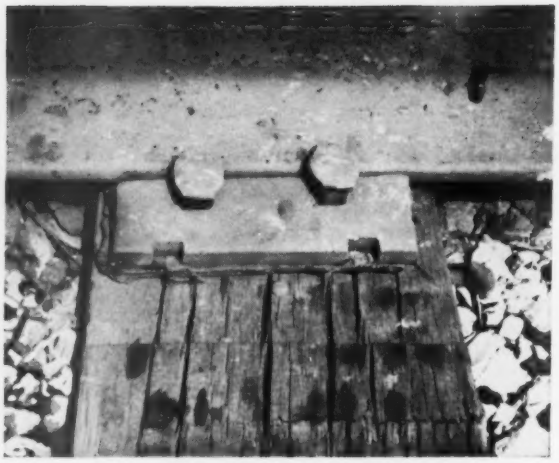
9 YEARS OF TIE PROTECTION by BIRD SELF-SEALING TIE PADS UNDER SMALL TIE PLATES

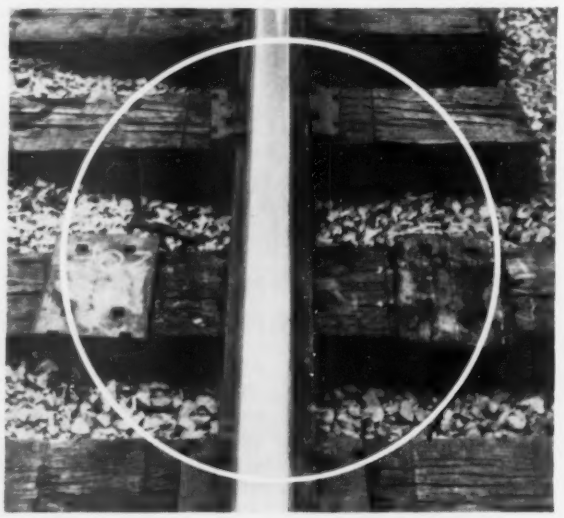


Bird Self-Sealing Tie Pad is securely sealed to the tie after 9 years of service. There has been absolutely no contact between the tie and the plate since the pad was installed.

Smaller tie plates, used with Bird Self-Sealing Tie Pads, carry heavy tonnage — and afford better protection than larger tie plates without pads. Here's a 9-year record of performance on the Louisville and Nashville Railroad:

- For test purposes, tie plates were "bob-tailed" from 7¾" x 13" to 7¾" x 11".
- Bird Self-Sealing Tie Pads were installed in 1949.
- During past 9 years, traffic has averaged 17,500,000 gross tons annually.

Illustrations show the permanent and effective seal with the tie and the resulting protection of underplate and spike-hole wood. For interesting booklet, write to Bird Tie Pads, East Walpole, Massachusetts, Department HRA.



These are the results you can always expect with Bird Self-Sealing Tie Pads. Because of its tenacious seal, the pad had to be peeled from the tie. Note that the underplate and spike-hole wood is as sound today as when Bird Self-Sealing Tie Pads were originally installed. *Moisture and abrasive materials could not penetrate the seal.*

Bird Self-Sealing Tie Pads are recommended for:

BRIDGE DECKS • CURVES • SWITCH TIES • HIGHWAY GRADE CROSSINGS AND OTHER PAVED AREAS • CROSSING FROGS • INSULATED JOINTS • WITH SMALLER TIE PLATES • PILE CUTOFFS • THROUGH STATION PLATFORMS • OUT-OF-FACE INSTALLATIONS IN RAIL-LAYING PROGRAMS • SANDY LOCATIONS.

All other locations where tie life is short or replacement costs high.

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NYC Sells 53 'White Elephants'

To cut passenger deficit, road turns passenger stations over to commercial interests and leases back space for own needs. The New Haven has sold 10 active stations on a similar basis.

The New York Central has found buyers for at least 53 of the 406 passenger stations it put on the block eighteen months ago.

Some of the stations had been abandoned by the railroad. But in most cases the railroad has leased back space for its own needs.

The station sales represent a healthy whack at the Central's passenger-service deficit, now running at $4,500,000 a month. In every case the "nominal rental" the Central is paying the new owners is less than the taxes it once paid on the property.

Shrinking passenger traffic has left many U.S. railroad stations far too big and costly for present needs. The Central's sudden spurt of station sales highlights a broadening effort among railroads to turn these "white elephant" stations into ready cash and tax savings.

The New Haven has sold ten active stations, reserving space in perpetuity for its own needs on a tax-free, rent-free, maintenance-free basis. The Katy and the Pennsylvania, among other railroads, have taken similar steps.

Stations that have been sold are being put to a variety of uses by their new owners. Several have become supermarkets. At least one is a public library. Another is a lodge meeting hall.

What the Central got for the 53 stations is a secret. "But they didn't go for bargain basement prices," says Central Real Estate Director James O. Boisi.

When the Central announced in August 1956 that it was putting all but 27 of its passenger stations on the market, there were two reactions. One was skepticism from some quarters in the industry. The other reaction came from what Mr. Boisi calls "bargain hunters."

One woman thought it would be nice to give her husband—who happened to be a railfan — a railroad station for a Christmas present. The Central quickly discouraged the bargain hunters, made it clear it wasn't in the giveaway business.

For a while no serious buyers could be found, seemingly confirming the warning of the skeptics. But after the first few sales, the momentum began to pick up.

Now Mr. Boisi is confident the railroad will dispose of all of the 406 stations originally put on the block.

Since he became head of the Central's real estate department eight months ago, Mr. Boisi has traveled all over the system, talking to some 2,000 prospective buyers. Other sales are now in the works and "a couple of big stations" soon will be added to the sold list, says Mr. Boisi.

No Central passenger will suffer from the station sales.

"We have figured out how much space we require for our own use, and we reserve that space for a total of 60 years," Mr. Boisi told Railway Age. "We hold a 20-year lease to start with, and options for two added 20-year renewals."

The buyer assumes all tax and maintenance responsibilities for the stations.

What can an old passenger station be used for?

The Central's Briarcliff Manor, N.Y., station is being used as a public library. A seed-packaging business flourishes in the road's former Eaton Rapids, Mich., station. What was once the South Chicago Station houses a supermarket. A midwestern station is being used as a lumber office. Another now has gasoline pumps in its front yard.

Latest sales involve the Central's stations at Valhalla, Thornwood, Hawthorne, Brewster and Carmel in New York's Westchester and Putnam counties.

The stations were purchased for a small syndicate by the Bon-Terre Realty Cor-

New Diners for NP's 'North Coast'

Six new dining cars, built by the Budd Company, are now in service on Northern Pacific's "North Coast Limited." The diners and two additional dome coaches, NP said, represent an investment in passenger operations totaling about $2,210,000. Each of the new diners seats 48 persons—32 in a center section and eight in each of two glass-partitioned "banquette" sections. Equipment previously in service on the train has been reassigned.

poration of New York city.

"We will remodel the stations, and actually make them more attractive for the passengers," says a spokesman for the syndicate. "We will probably put a supermarket in one, and various retail establishments in the others."

The syndicate thinks the Central's station disposal program is "eminently sound," and is interested in buying other stations.

The New Haven is disposing of its stations on essentially the same basis—with the difference that it does not lease back space, but reserves it on a rent-free basis. In addition to the ten active stations that have been sold, the New Haven has disposed of several abandoned stations.

In 1954 the New Haven sold its Waterbury, Conn., station for $250,000. The Waterbury American-Republican will use it for newspaper offices. The New Britain, Conn., station went for $62,500.

The New Haven also has sold stations in Woonsocket, R.I., and at seven Massachusetts points — Cohasset, Hingham, Needham, Quincy, North Scituate, Plymouth, and Norfolk Downs.

Other railroads that are attempting to realize cash from station property investments are generally doing it by other means than leaseback arrangements.

The Katy, for example, soon will put its block-long, heavily taxed downtown passenger station in Denison, Tex., on the market. The vast station once handled fifty passenger trains a day. It now handles eight. A smaller station is being built on the outskirts of town to handle the reduced traffic.

The Katy also plans to dispose of its old stations in Parsons, Kans., and Waco, Tex. In each case smaller stations will be substituted. Where stations have been abandoned because of diminishing traffic, the Katy is trying to find industrial tenants who would also give the road additional freight.

The Pennsylvania, which expressed strong support for the Central's sale-and-leaseback plan when it was first announced, has not embarked on any similar program. One reason is that the road's stations in the state of Pennsylvania are not taxed, except in Philadelphia and Pittsburgh. Similar tax-free situations in some other states encourage railroads to keep stations that otherwise would be too costly to maintain.

The Pennsy has taken its own steps, however, to realize the current market value from some of its valuable station property.

Two Philadelphia stations have so far been sold. One, the Shelton Avenue station, went to Food Fair, a supermarket chain. Part of the purchase price was an agreement that Food Fair would build a smaller station for the railroad.

The Winfield Avenue station was sold for an apartment house development. The Pennsylvania will rent space in the development for its needs.

In Ardmore, Pa., the Pennsy sold its old freight and passenger station to an insurance company. The road moved the freight station to other quarters, and built a new, smaller passenger station. In Latrobe, Pa., and New Kensington, Pa., the PRR also has arranged to dispose of station property it no longer wholly needs.

A major consideration behind all of the station sales activity is reducing the staggering passenger service deficit that is a perennial and prickly thorn in the railroads' flesh.

For roads like the Central, which has an annual New York state tax bill of $21,000,000, the disposal of heavily taxed stations can make a healthy dent in the passenger loss.

On its own part, the railroad is microscopically searching its passenger picture for areas of possible savings. Two late moves in this direction:

(1) A new type of commutation ticket, pre-punched with holes, was placed in service March 3 on the Central's River Division. The tickets will supply the railroad with accurate information about where passengers get on and off, the rate per ride, and mileage figures. Similar tickets eventually will be used on other suburban divisions.

(2) In an effort to reduce its annual $1,500,000 loss on the Weehawken, N.J., ferry service, the Central has eliminated 11 trips between 12:10 a.m. and 5:55 p.m. Boats with a capacity of 1,200 to 1,450 people have been carrying an average of three persons per trip during those hours. The reduction in service will permit the Central to cut its present fleet of ferries from seven to six.

Watching Washington *with Walter Taft*

• **AIR CARRIERS WILL BE HEARD** in the Senate's investigation of "the deteriorating railroad situation." Next Thursday, they will come before the Interstate Commerce subcommittee headed by Senator Smathers. That will be the Surface Transportation subcommittee's third series of hearings. Railroads were heard in January and truckers had their innings last month.

• **THE SURFACE TRANSPORTATION SUBCOMMITTEE** does not ordinarily handle air-transport matters. They go to the Subcommittee on Aviation. But the air transport industry nevertheless got some hearing time. It will tell its side of the air-carrier subsidy story and of other things said about it by the railroads.

• **WATER CARRIERS ARE GETTING READY** to tell their story, too. That hearing probably will follow shortly after the air-transport sessions. Meanwhile, the Inland Waterways Common Carriers Association is preparing, so it says, "to describe the essential role of the inland waterways in the economy of the nation and to put into proper perspective certain information supplied by the railroads."

• **OPPOSITION TO USER CHARGES** will be a feature of the association's presentation. It will assail the proposal for such charges as typical of the railroads' "misunderstanding of the use of water resources." And it will claim that railroads are among the important beneficiaries of federal spending on waterway projects—because tracks along rivers are protected from washout by flood control.

• **CHARGE ALL BENEFICIARIES** if user charges are to be imposed —don't single out inland waterway transportation, the association will advise. At the same time, it will argue that the present plan of using tax revenues is O.K., because the general public reaps the benefits of water resource development.

• **THE RATE-FREEDOM PROGRAM** of the railroads also will be opposed by these common carriers on inland waterways. They say it would affect them particularly because they are the only branch of their industry with published rates and regulated operations. They profess inability to understand why railroads need more freedom in this area unless it is "to destroy a lower-cost method of transportation."

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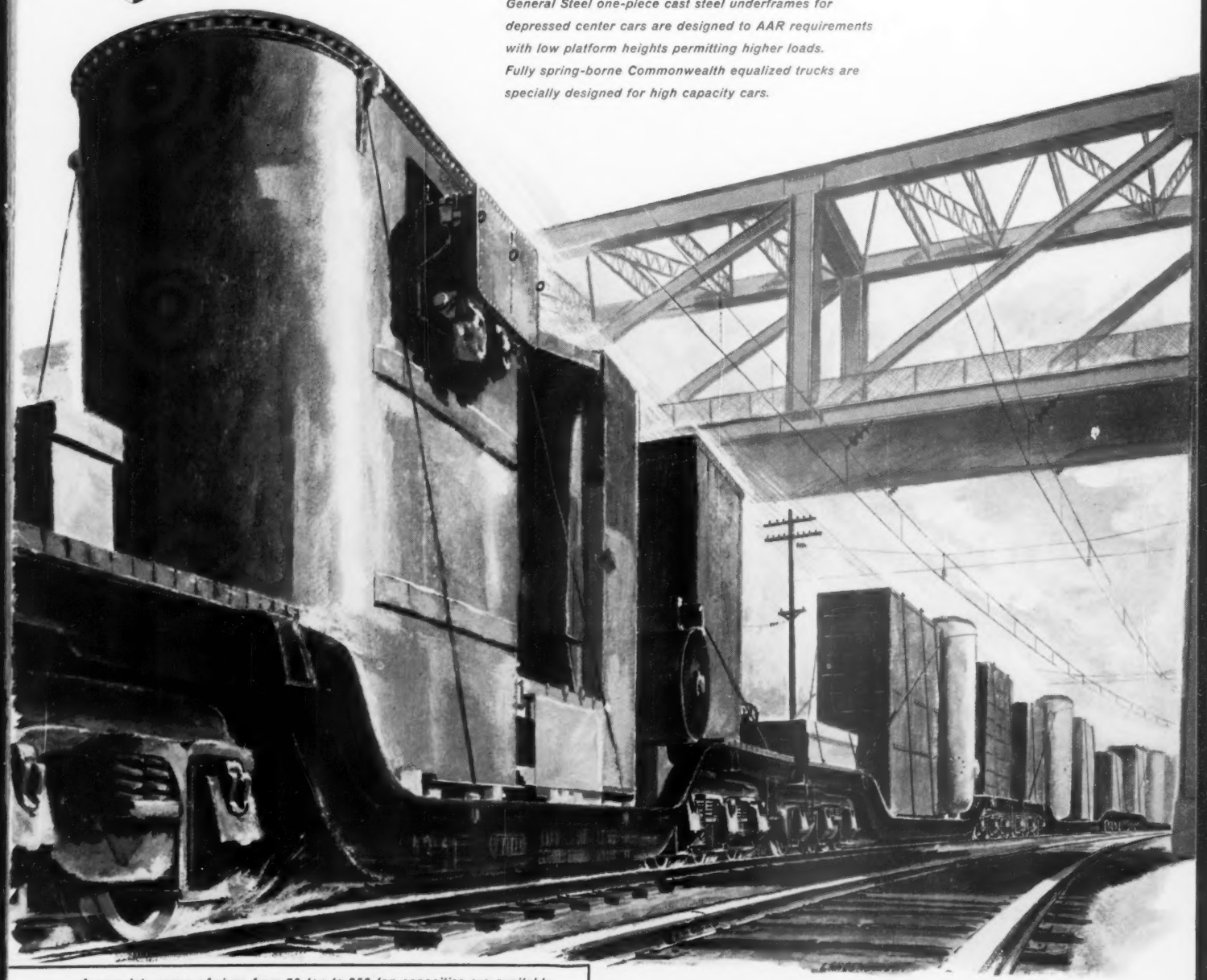
General Steel one-piece cast steel underframes for depressed center cars are designed to AAR requirements with low platform heights permitting higher loads. Fully spring-borne Commonwealth equalized trucks are specially designed for high capacity cars.



A complete range of sizes from 70-ton to 250-ton capacities are available.

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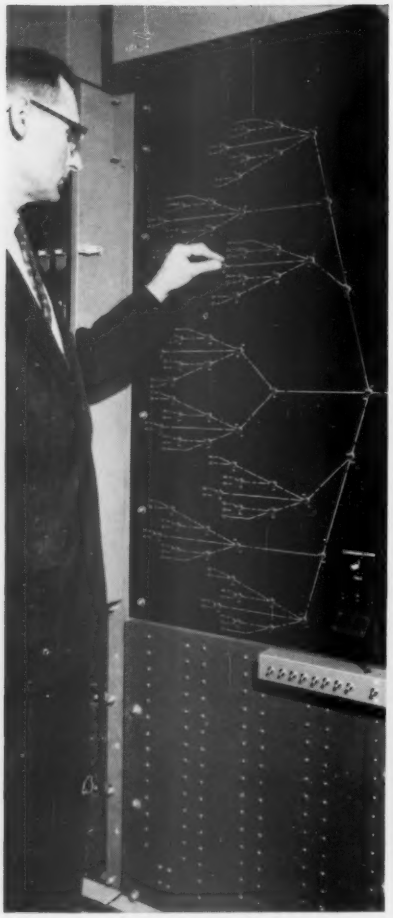
What's new on



Panel, duplicating track layout, shows progress of each car as it passes through the yard's automatic switching system.

Gondola, which has just been automatically weighed, is automatically slowed for safe coupling by "hump" retarder brakes. Retarder instantly gauges light, medium or heavy loads . . . applies proper brake pressure to wheels.

Electronic controls at the *Robert R. Young Yard* help bring in your freight up to 16 hours sooner!

Time saved in transit can be important to shippers—far beyond any dollar value.

The Central puts a premium on speeded-up operations, too—so much so that the railroad has spent some $14 million at Elkhart, Indiana, for the construction of its new Robert R. Young Yard.

This new "pushbutton" freight yard is not the largest in the country, but it is the most modern and efficient yard *anywhere!* It will classify and dispatch cars in a third of the time it used to take to pass through the old Elkhart yards.

Electronic equipment at the Robert R. Young Yard—including the world's largest, single-purpose, privately owned computer—will do much of the "thinking" and most of the work. Incoming freight cars will be sorted, sent to the proper outgoing tracks and joined to waiting trains—*almost completely automatically.*

There will be electronic "brains" that master-mind the switching . . . radar-activated calculators that apply just the right braking action to rolling freight cars . . . TV cameras at remote locations to scan numbers of incoming cars.

the New York Central

From this board a single operator in the retarder tower controls 72 classification tracks that can handle up to 3,540 cars for outgoing freight trains.

The 675-acre Young Yard has a 7,875-car total capacity . . . replaces nine yards in Elkhart, plus two others in Niles, Michigan . . . uses electronic controls to do a faster job.

Imaginative innovation, research and engineering are integral qualities of 20th Century railroading—as practiced by the Central. These qualities are indicative of the policies that have brought so much new energy and so many new improvements to this progressive railroad.

The Robert R. Young Yard is one outstanding result of these policies. It is fittingly named for the man who was so responsible for them.

Ask our freight salesman to tell you how this new yard and the Central's many other new developments help give better, faster service—*to you.*

Route of the "Early Birds"—Fast Freight Service

New York Central Railroad

Supply Trade

C. L. Combes

A. G. Oehler

C. L. Combes, editor of the Locomotive and Car Builder's Cyclopedias, has been appointed managing editor of **Railway Locomotives and Cars**, monthly publication of Simmons-Boardman Publishing Corporation. Mr. Combes assumed his new duties on March 1. **A. G. Oehler**, electrical editor of Railway Locomotives and Cars and associate editor of **Railway Age**, will retire March 31. Mr. Oehler edited the magazine, **Railway Electrical Engineer**, until it was merged with Railway Locomotives and Cars in January 1950. He joined Simmons-Boardman in 1917.

J. Walter McCann, field engineer for **Edison Storage Battery Division, Thomas A. Edison Industries**, has been named Boston district manager, succeeding **Howard W. Teter**, retired.

Oakite Products, Inc., has established two new divisions in its nationwide field organization. An Upper New York State division, with headquarters in Rochester, is in charge of **Walter G. Sittman**, formerly Pittsburgh division head. Manager of the new Mid South division at Louisville, Ky., is **Victor L. Baltzell**, formerly representative in Dallas. **John P. Melhado**, a field representative in New York, replaces Mr. Sittman in Pittsburgh.

Don L. Wilhite has moved from Amarillo, Texas, to Atlanta, Ga., where he will be in charge of railway sales for **United States Borax & Chemical Corp.** in the southeastern states.

L. A. Damasio has been appointed South American manager of **Westinghouse Air Brake Trade Corporation**, with headquarters at Sao Paulo, Brazil. He was formerly sales engineer with **Union Switch & Signal—Division of Westinghouse Air Brake Co.**, at Pittsburgh.

Dwight A. Fawcett, retired resident vice-president of the New York Central at Chicago, has been appointed assistant to vice-president, **American Creosoting Company**. He will act as sales consultant on railroad accounts in the Chicago, Cleveland and St. Louis areas, with office in Chicago.

Industrial Brownhoist Corporation has promoted **Frank McBride** to district sales manager at Cleveland. He was a sales representative in the Philadelphia office and has been replaced in that position by **William D. South, Jr.**

Silent Hoist & Crane Co. has appointed **John J. Connell, Inc.**, 304 Olive st., St. Louis, as sales representatives in the Missouri.

John S. Chafee has been elected president of **Ansonia Wire & Cable Co.**, succeeding **Alden P. Lunt**, resigned.

Engineered Railway Materials, Inc., Massillon, Ohio, has been formed as a partnership by **E. D. Cowlin** and **A. H. Weston** to market railway equipment and materials, including at the present time the Reliance rail anchor, Moore & Steele rail lubricators and other equipment. Mr. Cowlin and Mr. Weston retired last year as general manager and eastern railroad manager, respectively, of the **Reliance Division** of **Eaton Manufacturing Company**.

Joe De Santo has been appointed manager of welding sales—Chicago section of the **Champion Rivet Company**.

T. Peirce Hunter, public relations representative of the **Budd Company**, Philadelphia, Pa., has been appointed manager of advertising and public relations.

KW Battery Company, Skokie, Ill., has appointed **Trojan Battery Company**, Los Angeles, as sales representative for KW batteries in the Southern California area, Arizona and part of Nevada.

Controlling interest in **Four Wheel Drive Auto Company**, Clintonville, Wis., has been sold to **Paradynamics Incorporated**, St. Louis, Mo., research and development company. **George E. Mallinckrodt**, Paradynamics president, was elected chairman of the new FWD board. Former board chairman **Franklin Lyons** will continue as a director.

Ralph B. Norton, assistant chief engineer of **Kerite Company**, has been promoted to chief engineer, succeeding **Alan S. Dana**, appointed consulting engineer for the company.

R. C. Howell, who has been representing the **New York Air Brake Company** as service engineer in southern territory, has been transferred to Chicago as special representative. **J. M. McLaughlin**, former supervisor car department, Seaboard Air Line, has replaced Mr. Howell as service engineer in Atlanta.

Robert H. Bennewitz, southwestern region manager of engineering service for **Linde Company**, at Kansas City, Mo., has been named assistant manager, railroad department, at Chicago.

Erle T. Plummer, assistant general sales manager, **Fibrous Products Division, Union Asbestos & Rubber Company**, Bloomington, Ill., has been appointed general sales manager.

Sam Fesus, formerly superintendent car department, Chicago & North Western, has been appointed assistant vice-president, **United States Railway Equipment Company**, at Chicago.

J. G. Cronin and **M. C. Warren**, district sales representatives, eastern region, **Electro-Motive Division** of **General Motors Corporation**, New York, have been promoted to district sales managers, eastern region.

Harry R. Bartell & Associates, Inc., has been formed to act as distributor of railway equipment and supplies, with office in the Railway Exchange Building, St. Louis. Products represented will include maintenance of way equipment and a mobile refueler for diesel locomotives recently introduced by **Farrell Manufacturing Company**. **Harry R. Bartell**, president of the new firm, retired as assistant vice-president, sales, **General Steel Castings Corporation**, in September 1957. Mr. Bartell also has been appointed assistant vice-president, sales, **Thrall Car Manufacturing Company**, St. Louis (Railway Age, Feb. 17, p. 40) and special representative, railway sales in the St. Louis and southwestern area for **International Steel Company** of Evansville.

Harry W. Foster has been appointed to the sales staff of **American Creosoting Corporation**, for the midwestern area. Mr. Foster has been associated with the company for many years, working in all phases of its operations.

T. Peirce Hunter

Lowell K. Lembke

Lowell K. Lembke has been appointed railway markets supervisor, **Exide Industrial Division, Electric Storage Battery Company** at Philadelphia. Mr. Lembke formerly was sales and service engineer with Exide's south central office in Kansas City, Mo. In his new position Mr. Lembke will coordinate and promote district office sales of storage batteries for diesel locomotives, car lighting, air conditioning and signaling.

Farr Company has appointed **Gordon F. Thrusl-sen** as its general sales manager. He was previously general manager of **Dust Control, Inc.**, a Farr Company subsidiary.

Fred W. Segerstrom, general sales manager of the general products division, **L.O.F Glass Fibers Company**, has been appointed general sales manager of the industrial division, at Toledo, Ohio.

Karl H. Walles, formerly Chicago district sales manager of the Wire Rope Division, **John A. Roebling's Sons Corporation**, has joined the **Caldwell Company**, Rockford, Ill., as sales manager.

Henry V. Bootes, vice-president in charge of marketing of **ACF Industries, Inc.**, has been appointed executive vice-president of the company's **Shippers' Car Line** division.

William O. Brown, manager of **Crane Company's** west coast sales district, has been named general manager of sales, at Chicago.

George E. Stringfellow has been succeeded by **Robert H. Weeks, Jr.**, as vice-president and division manager of the **Storage Battery Division, Thomas A. Edison Industries**. Mr. Stringfellow continues as a vice-president, devoting his energies to the trade-relations interests of the Edison Industries as a whole. Mr. Weeks was previously assistant division manager.

The International Railroads' Weighing Corporation has transferred its executive offices from Indianapolis, Ind., to the Field building, 135 South La Salle street, Chicago. The new offices have been established for all officers, executives and departments except the engineering, production and research departments. These will remain headquartered in the Hammond Yard of the Monon.

Alfred L. Parme has been appointed manager and **Walter E. Kunze, Jr.**, assistant manager of the Structural and Railways Bureau of the **Portland Cement Association**. Both have been associated with the bureau for several years, Mr. Parme as consulting structural engineer and Mr. Kunze as a structural engineer.

Robert J. Hondlik, assistant manager of parts sales, **Electro-Motive Division** of **General Motors Corporation**, has been promoted to parts sales manager, to succeed **Marvin Anderson**, retired.

Clark Equipment Company will acquire all the capital stock of **Brown Trailers, Inc.**, manufacturer of aluminum trailers and cargo van bodies. Announcement of the action was made jointly by **George Spatta**, president of Clark; and **T.C. Brown**, president of Brown Trailers.

This Month

MICROWAVE, to handle Western Union message traffic, will go in service April 1 on 510 miles Pittsburgh-Cincinnati-Chicago. The installation can handle 48 voice bands and 960 two-way printing telegraph circuits.

—Railway Signaling and Communications

●

SUCCESSFUL SUPERCHARGING of its standard 6- and 12-cylinder diesel engines has been announced by Fairbanks-Morse. Supercharging of these two-cycle engines could make possible a locomotive unit with a rating of over 3,000 hp.

—Railway Locomotives and Cars

●

WHAT CAN BE DONE about stocking repair parts for maintenance-of-way work equipment, especially for emergency application? The question is one of the most significant facing railroads today.

—Railway Purchases and Stores

●

A ROAD CAN DIVERSIFY its service to shippers. The Southern Pacific's success with coordinated trucking is an example.

—Railway Freight Traffic

●

MECHANIZATION of track-surfacing work reaches a new high in a gang now being perfected by the Chicago & North Western. Consisting of four machines and eight men, including the foreman, it is expected to surface well over 3,000 ft of track per day.

—Railway Track & Structures

●

HOT BOX DETECTOR on the New York Central found 70 hot journals on 541 freight trains in three weeks.

—Railway Signaling and Communications

●

JOURNAL LUBRICATING DEVICES are already required on all new and rebuilt freight cars. In two years they will be required on *all* cars with solid bearings. Here are descriptions of the available devices and a report on the present status of the changeover.

—Railway Locomotives and Cars

●

FAST WORK is necessary in laying long welded rails on the SP's Sunset Route. Frequent train movements on the single-track line make it impossible for track forces to have use of the track for more than a few hours at a time. A highly mechanized gang, using several newly developed machines, is laying up to 6,000 ft of the long rails in a day.

—Railway Track & Structures

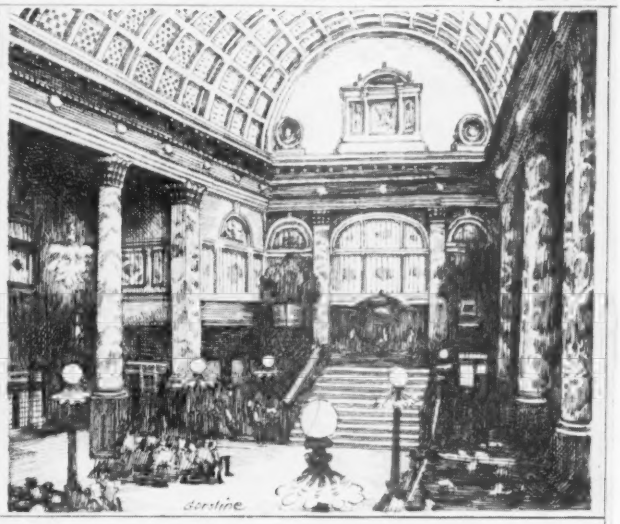
●

HANDLING OF ALL SMALL SHIPMENTS by a single agency is an idea which seems to meet with general approval.

—Railway Freight Traffic

LELIE

APRIL 7, 1901



DIFFICULT VENTILATION PROBLEM SOLVED IN NEW PITTSBURGH DEPOT

NEW YORK, April 7, 1901. The well-known character of the Pittsburgh atmosphere makes the preservation of cleanliness in connection with adequate ventilation a difficult matter in the new Pittsburgh & Lake Erie Depot. However, the problem has been overcome in the modern building by a unique device.

The windows of the waiting rooms and offices are air-tight and fixed. Air is drawn from the top of the building through a shaft to the basement, where it is washed, dried, heated in winter, or cooled in summer, and then blown through the building. This system is especially effective in preventing unwholesome odors in every part of the building. Electric suction pumps withdraw the foul air into the outer atmosphere.

Electric power, electric light, heat and ventilation are supplied by a powerhouse which [illegible] connected to the

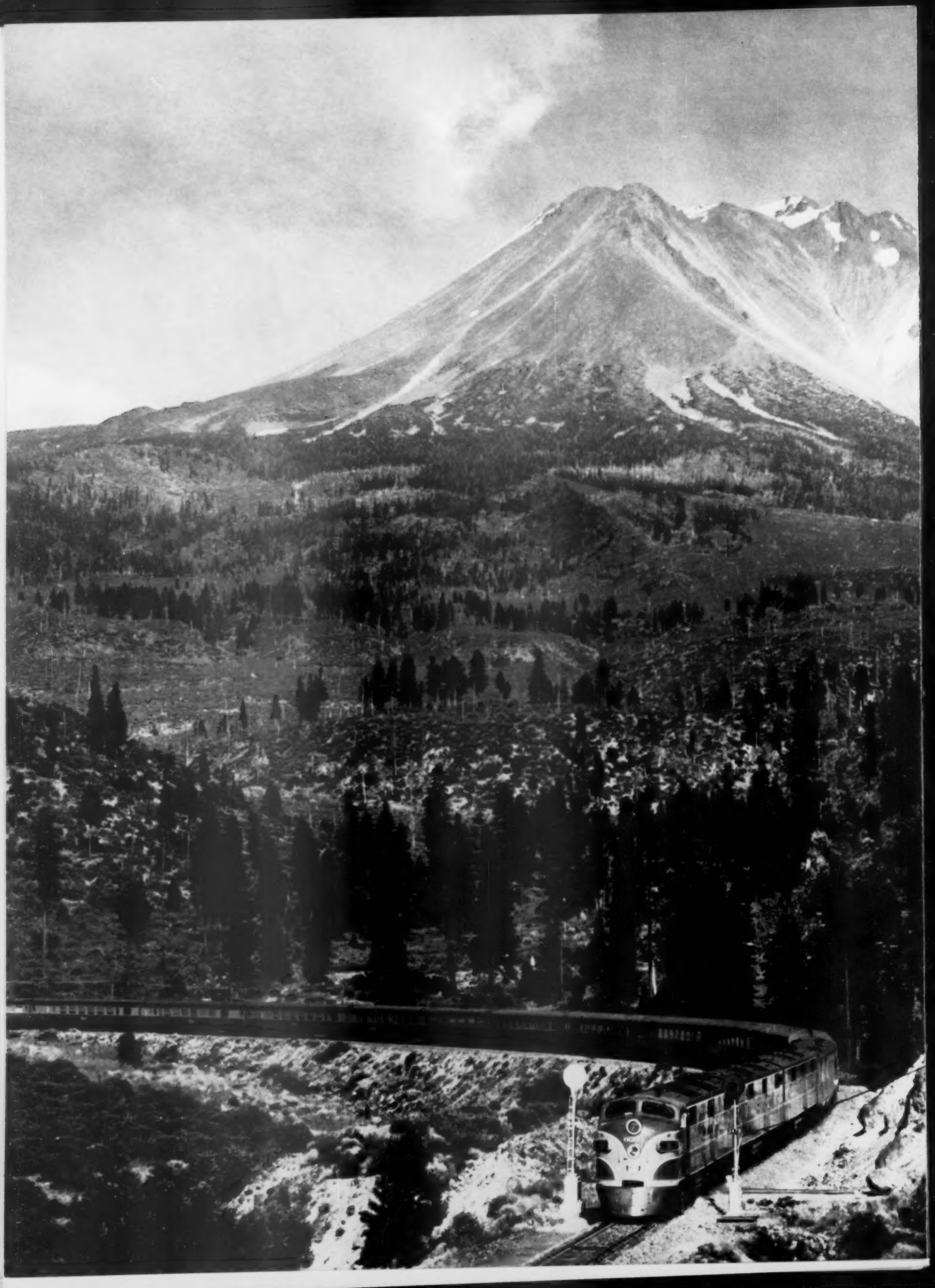
Even in the days when a ventilation system was considered a unique device, Graybar was active in furnishing railroads with "everything electrical". Today, Graybar catalogs list over 100,000 electrical items for ventilation, communications, lighting, wiring and power—all quickly available from over 130 Graybar locations in principal cities from coast-to-coast. Check your Railroad Pocket List for the one most convenient to you. An experienced Graybar Railroad representative will be glad to provide all the information and assistance you may require.

100,000 electrical items are distributed throughout the nation... via GraybaR

652-204

GRAYBAR ELECTRIC COMPANY, 420 LEXINGTON AVENUE, NEW YORK 17, N. Y.

OFFICES AND WAREHOUSES IN OVER 130 PRINCIPAL CITIES



COBRA® SHOES chosen for 6 crack trains

Southern Pacific obtains good results with Cobra Shoes in runs through the mountainous country along the Pacific Coast.

After checking operating performance on two Shasta Daylight trains running between Oakland, California and Portland, Oregon, the Southern Pacific is currently converting five more crack passenger trains to Cobra Shoes.

The Shasta Daylight run is a high-speed run through the Cascade Mountains with heavy grades requiring many brake applications. On this run, through an entire winter of operation, Cobra Shoes gave long life, produced smooth stops, and noticeably reduced operating noise levels.

When installations are complete, two Shasta Daylights (Oakland-Portland), two Coast Daylights (San Francisco-Los Angeles) and two San Joaquin Daylights (Los Angeles-Oakland) will be fully equipped with Cobra Shoes.

Wet or dry—hot or cold—Cobra Shoes meet existing standards for stopping distances. This *all-weather performance* has been proved in thousands of miles of actual railroad service. Why not get the complete story from our nearest representative?

® Registered U. S. Trademark, Composition Brake Shoes

The COBRA SHOE

Product of the combined research facilities of . . .

Westinghouse Air Brake Company
Specialists in Braking

Johns-Manville
Specialists in Friction Materials

The Shasta Daylight snakes around a curve at the base of stately Mount Shasta in northern California. This is typical of the rugged mountain and river country through which the train passes on its daily trips between the San Francisco Bay Area and Portland.

RAILROAD FRICTION PRODUCTS CORPORATION

Wilmerding, Pennsylvania

New Products Report

Heavy-Duty Ballast Regulator

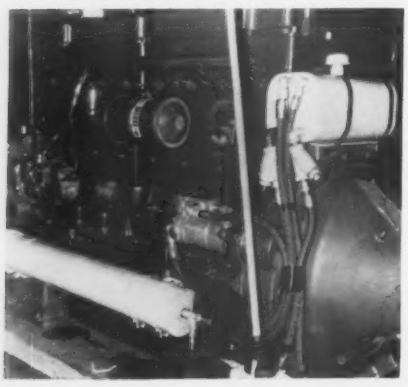
Greater strength has been built into a new model of the Ballast Regulator for 1958 railroad maintenance operations. It has heavy-duty truck axles and enclosed drive, a longer wheel base, and a heavier frame. It features a new-design road-crossing scarifier, mounted on the front, for fast removal of compacted dirt and macadam from road crossings. A snow plow, easily attached to the unit, clears the snow from tracks at the rate of four to five miles an hour, according to the manufacturer, and will remove drifts as deep as 30 inches. A rotary-brush assembly, easily mounted on the rear of the Ballast Regulator, may be used to remove ballast from the tops of ties, fill empty cribs and place excess ballast on the shoulders. A reversible wing assembly permits the machine to regulate ballast in both directions with the machine traveling either forward or backward. The reversible wings may be used with any of the other three attachments. The V-type reversible plow, complete with hydraulic raising and lowering mechanism, has been mounted at the front of the machine. *Kershaw Manufacturing Co., Dept. RA, Montgomery, Ala.*

Textured Paper Seat Covers

Dura-Weve headrest covers for railroad passenger car seats are said to have a cloth-like substance for comfort while retaining the savings and convenience of a paper product. Produced by Scott Paper Company, the material consists of a laminate of rayon scrim with two or more plies of high wet-strength paper. Variations by substituting other materials for one of the paper plies are possible. It's available in several colors and a variety of cloth-like designs. *Scott Paper Co., Dept. RA, Chester, Pa.*

New Weed, Grass Killer

A non-selective weed and grass killer in granular form, Chlorea Granular, has been developed for industrial and railroad maintenance. It kills all types of vegetation and its long-lasting residual effect inhibits new growth. Chlorea Granular contains three proven chemicals, in dry pellet form, and can be applied by mechanical spreader or broadcast by hand. Less than a pound will effectively treat 100 square feet; approximately 400 pounds treats an acre. *Chipman Chemical Co., Department RA, Bound Brook, N.J.*

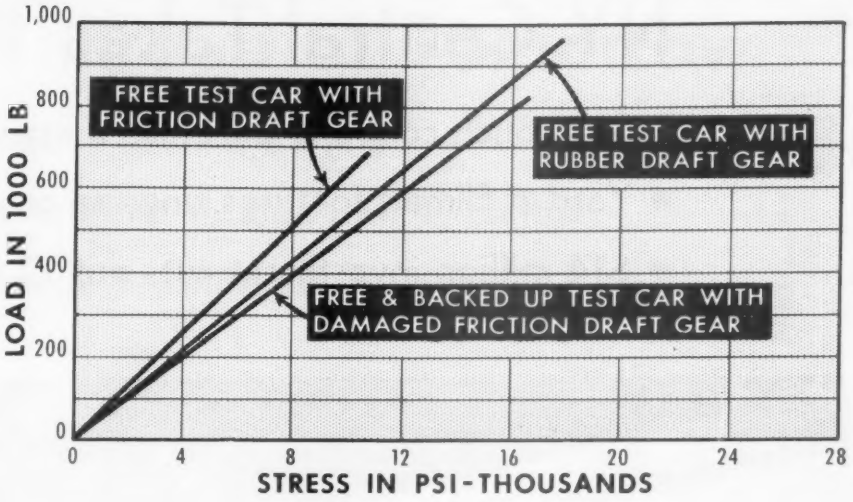


Hydraulic Starters

Hydrotor, a hydraulic starter system, is versatile. It has three main units—hydraulic starter incorporating a positive displacement hydraulic motor for rotation; hydraulic pressure accumulator for storing up sufficient pressure for several starts; and a hydraulic pump, hand operated or engine driven. There are no electrical switches, motors or batteries, eliminating battery fumes and arcing between contact points. *American Bosch Arma Corp., American Bosch Div., Dept. RA, 3664 Main st., Springfield, Mass.*

Space Heater

A medium capacity unit, the Porta-Heat Space Heater, is for use in unheated areas, such as warehouses, freight terminals and loading docks, or for freight cars. The Model 120 Porto-Heat delivers 120,000 btu's per hour at a rate of 950 cubic feet of heated air per minute. It is 40 inches long by 16 high; weighs about 80 lb. It operates on No. 1 and No. 2 fuel oil. The Porto-Heat is convenient to use—the cord is plugged into the nearest electric outlet. *Stow Manufacturing Company, Dept. RA, 377 Shear st., Binghamton, N.Y.*



CENTER SILL stress under first hopper of test car varied little, whether or not car was backed up.

Aluminum Sills Stand Up in Test

A series of tests in the Kingston, Ont., laboratory of Aluminium Ltd., have proved that extruded aluminum center sills will successfully withstand impact forces up to 947,000 pounds.

The lab tests indicate also that the aluminum sill "could withstand higher forces since present tests were limited by failure of welded steel draft lugs and not the sill itself."

Seventy-five impact tests were run on the sill design, which is a development of Aluminum Company of Canada. The extruded Z sections in the aluminum sill are similar to those in the standard AAR steel center sill. Two Zee's are welded together.

The Roberval & Saguenay has 148 aluminum hopper cars now, 30 of them including the aluminum center sill. These 30 were built in 1957. The static tests, however, were made on an all-welded, covered, aluminum hopper car built for bauxite service in Jamaica. This car, too, has the aluminum center sill.

Strain gages were located at all major points of stress in the static tests on the Jamaican car. Stresses were recorded at load increments up to the car's rated capacity of 100,000 pounds. Recorded stresses under these conditions were well below the point of critical.

Durable As Steel

Shake-out fatigue tests were made on both the covered hopper with aluminum sill and an R&S open hopper with a steel center sill—using a six-ton car shake-out at full capacity for an hour.

Aluminum cars, according to the lab report, stood up as well, or better, than steel.

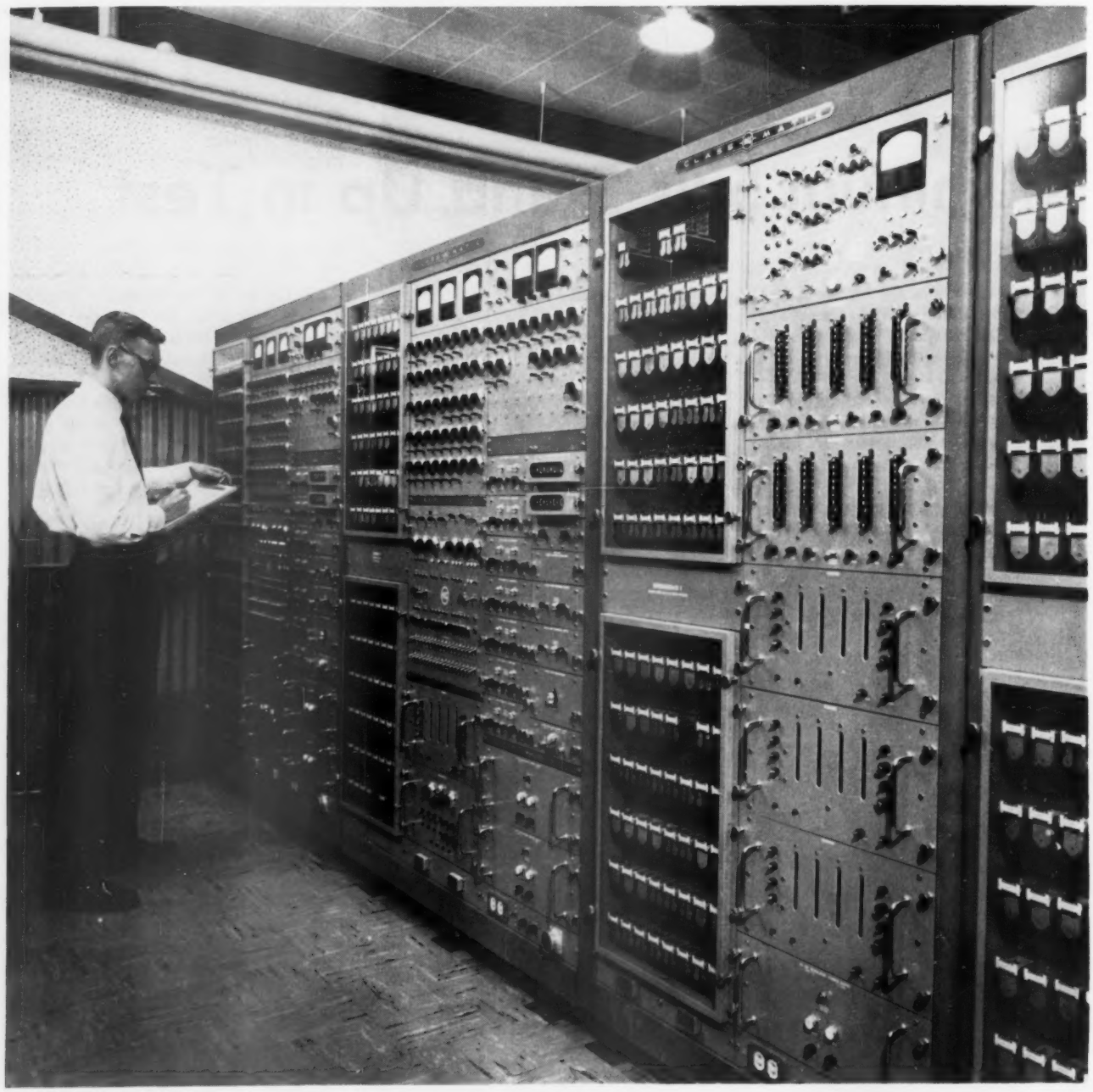
Final tests in the laboratory program were to determine the effect of impact forces up to a million pounds on the aluminum sill. The Jamaican covered hopper was the test car, loaded with crushed rock to give 168,000 pounds "on the rail." The R&S open hopper was used as the strike car, loaded with sand to 200,000 pounds.

Strike velocities from 2 to about 15 mph were obtained by starting the strike car from various locations on the grade of a CNR spur line at Kingston. Tests covered use of friction draft gear. In the first, the test car was free; in the second, the test car was backed-up by four fully-loaded cars. Still a third test was undertaken in which rubber draft gear replaced friction draft gear in the strike ends of both cars. It was here that impact forces up to 947,000 pounds were reached and the aluminum center sill stood up successfully.

OPEN AIR LAB was site for impact testing of aluminum sill car. Strike velocities ranged up to 15 mph, with cars fully loaded.

NY Central Takes a Broadjump

- Soft-touch coupling becomes a standard.
- Yard at Elkhart features kingsize computer for hump control.
- $14 million investment cuts out 12 other yards.



MAMMOTH COMPUTER PERMITS PINPOINT CAR RELEASE SPEEDS

New York Central has the largest analog computer devoted to control purposes. It calculates coupling speeds within two-tenths of the 4 mph goal. There is a computer for the master retarder and for each of the eight group units.

toward the Railroad of Tomorrow

- **Freight car clearance time is slashed by half.**
- **Yard-blanketing communications include new TV setup.**
- **Automatic switching speeds classification.**

Dedication this week of the Robert R. Young yard will mark a milestone in the New York Central's modernizing program. Named after the late streamlined-railroading leader, the new yard applies the latest automation techniques to the classification of freight cars.

Designed to replace 12 others at Elkhart and Niles, it is intended to cut average freight car clearance time through this busy traffic area in half.

The railroad looks forward to substantial economies and a stepup in efficiency through the $14 million investment—much of which is tied up in a huge analog computer for hump control, automatic programmed switching, and a communications system which includes television for grabbing inbound car numbers.

Here's a capsule rundown on how it meets NYC's twin objectives—service and economy:

- Two freight terminals are merged.
- Needs for switching facilities at other yards are reduced.
- Concentrated operations produce the best use of yard engines and road power.
- The Jackson-Elkhart route reduces train miles.
- Soft-touch hump controls cut equipment and lading damage.
- Car delay is minimized with round-the-clock car repairs.
- More efficient car classification is obtained.
- Valuable land is released for industrial development at Niles and Elkhart.

The new Young yard is about four miles long. It lies parallel to and south of the mainline a mile west of the Elkhart passenger station. It's an in-line layout with the receiving yard (15 tracks, 1,954-car capacity) at the east. This is followed by the classification yard (72 tracks, 3,540 cars) with the departure yards parallel to these. Eastbound departure setup includes five tracks with capacity for 750 cars; westbound—six tracks, 900 cars.

Eleven of the receiving tracks can handle 150 or more cars. A running track in the eastbound departure yard, as well as an "Early Bird" track (150 car capacity) can

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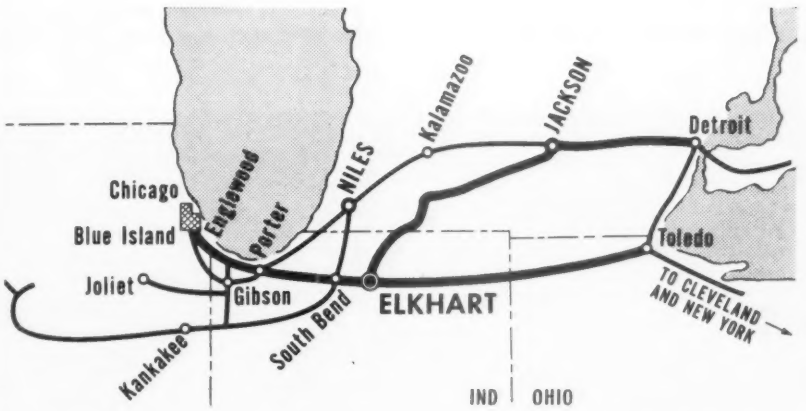


Elkhart's a Natural for Yard Site

A look at the map shows Elkhart to be in a natural location for classifying cars on the mainline, and also on the Detroit-Porter line, replacing Niles, Mich.

Elkhart, 100 miles east of Chicago, was a major classification point for mainline traffic; Niles was the hub of the Detroit-Porter route.

Connections to western railroads are through the Indiana Harbor Belt at Gibson and also the Kankakee belt line which leaves the main line at South Bend.

Traffic studies showed Elkhart receiving 15 trains from the west and 13 from the east for classification. Niles handled 12 from the west, eight from the east. Time for a car through Elkhart was 24 hours and 24 minutes; through Niles it was 16 hours and 23 minutes. Elkhart classified 1,328 cars a day, Niles 1,163. The traffic was handled in flat switching yards.

Redispatching studies were made, realizing that track and signal changes would be necessary. Westbound traffic from Detroit would be moved over a new or rebuilt Jackson-Elkhart line. Chicago-Detroit eastbound freights would move over the mainline, Chicago to Elkhart, and then after classification, would go via Jackson. These studies revealed that there would be considerably less traffic on the Jackson-Porter section of the Detroit-Chicago line. This led to the decision to take up 143 miles of second main track and install centralized traffic control. To handle traffic over the rehabilitated Jackson-Elkhart line, centralized traffic control was installed with five controlled sidings.

It was expected the new yard would give finer classification of cars with the resulting reduction in switching and blocking of cars at other yards.

Construction of the new yard eliminates Niles as a classification point. Three yards here, totaling 59 tracks with 5,273 cars capacity, are to be replaced with a 16-track local yard of 720 cars capacity. Engine servicing, and car cleaning and repair tracks and facilities are to be eliminated. At Elkhart, nine yards totaling 81 tracks with capacity for 5,112 cars are to be cut off. Engine servicing facilities are to be reestablished at the new plant.

(*Continued from preceding page*)
be used for trains with prior classification which only have blocks of cars added or taken off at Elkhart. An 11-track local yard has 434 cars capacity. The classification yard consists of eight groups, nine tracks each. Two class tracks are assigned for repairs, one track for holds (no bills), and one track for car cleaning.

Other facilities include a 200-car capacity repair area. The engine servicing facility will service road locomotives and also do the necessary inspection work for engines assigned to Elkhart. Two other car-cleaning tracks of 95-car capacity are on the south side of the classification yard. Buildings include a hump general yard office with tower; a hump conductor's office; retarder building with tower office for the retarder operator; west end yardmaster tower office and building; and rip track and engine servicing facilities.

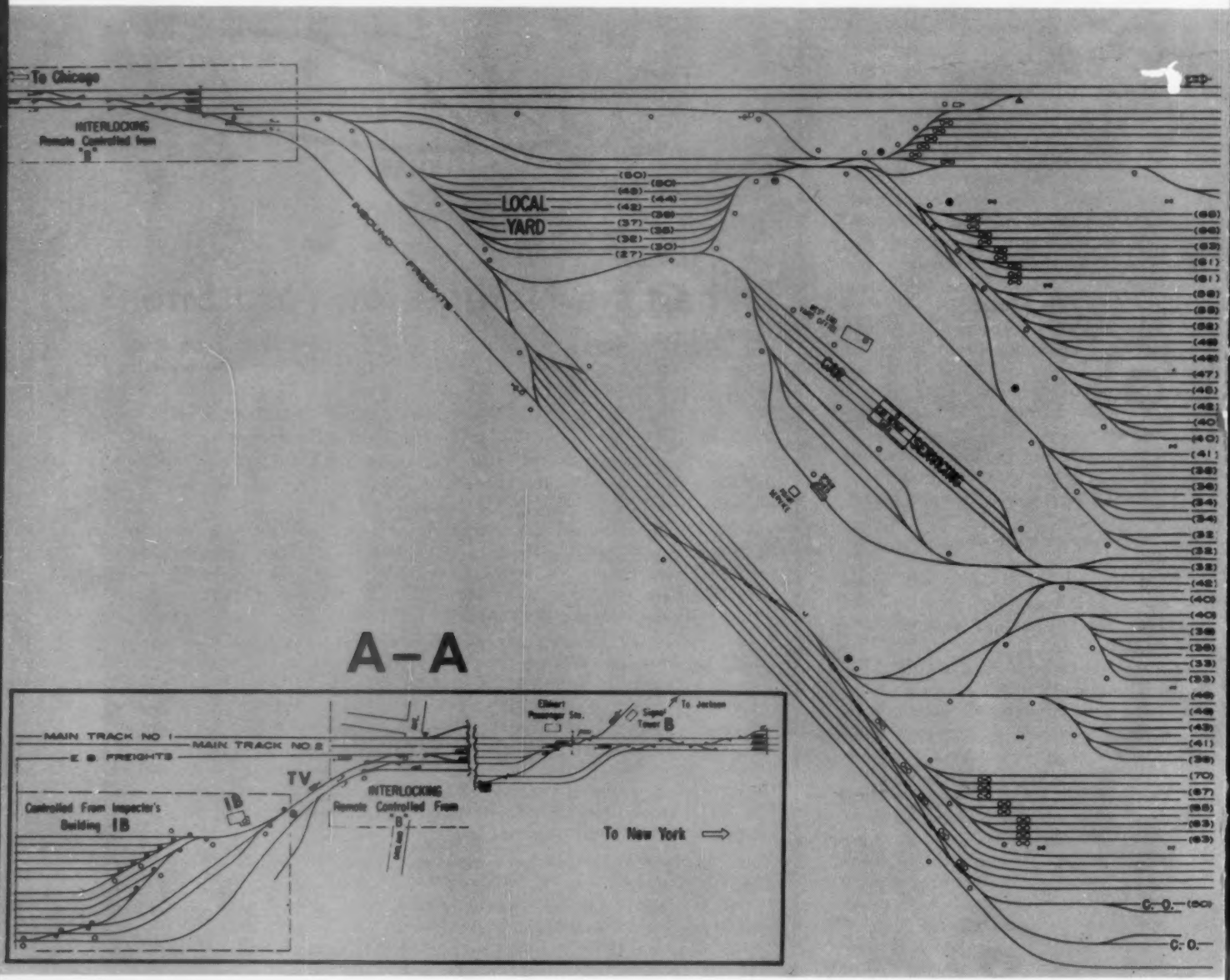
Starting through the Yard

Road trains are enabled to enter and leave without delay through the installation of remote control interlockings. These interlockings include the junction with the new route to Jackson, which leaves the main lines just east of Elkhart passenger station.

As trains enter the receiving yard they pass over electric switches which are remotely controlled by two switch tenders. The switch tender control machine has a lucite button for each receiving yard track.

By pressing this button when the route is lined into a receiving track, the switch tender can control the yard indicator to show the proper track number. Approaching enginemen can tell if the route is lined for them by checking to see the track number on the track indicator.

As trains enter the yard, they pass a Radio Corporation of America television camera at 10 mph. A clerk in the yard office watches the train on a monitor screen and voice-records the car initials and numbers with SoundScriber equipment. This information is subsequently



Elkhart's Up-to-Date, Roomy Layout Is Custom-Built

compared with the punch card consist received via Teletype before the train arrived.

Car inspectors with Motorola Handie-Talkie units meanwhile inspect the train before the hump engine couples on.

When ready to hump, the hump conductor contacts the engine he will work with (there are three at this yard) by setting up cab signal and radio comunications with this engine alone.

Each train can be completely programmed for switching in advance of humping operations. A memory unit which can store data on several trains in advance is the heart of this General Railway Signal setup. When programmed, the memory units are fed the class track assigned to each car or two-car cut, retaining this until the appropriate car or cut is to be humped.

Automatic Switching Setup

The switch list is prepared by a clerk in the yard office by punching into train-consist IBM cards the class track numbers for individual cars. The cards are sorted into the humping order and a tape is prepared for transmission of the switch list in page form to the yard offices. At the same time, the switch list is fed into the programming system for storage.

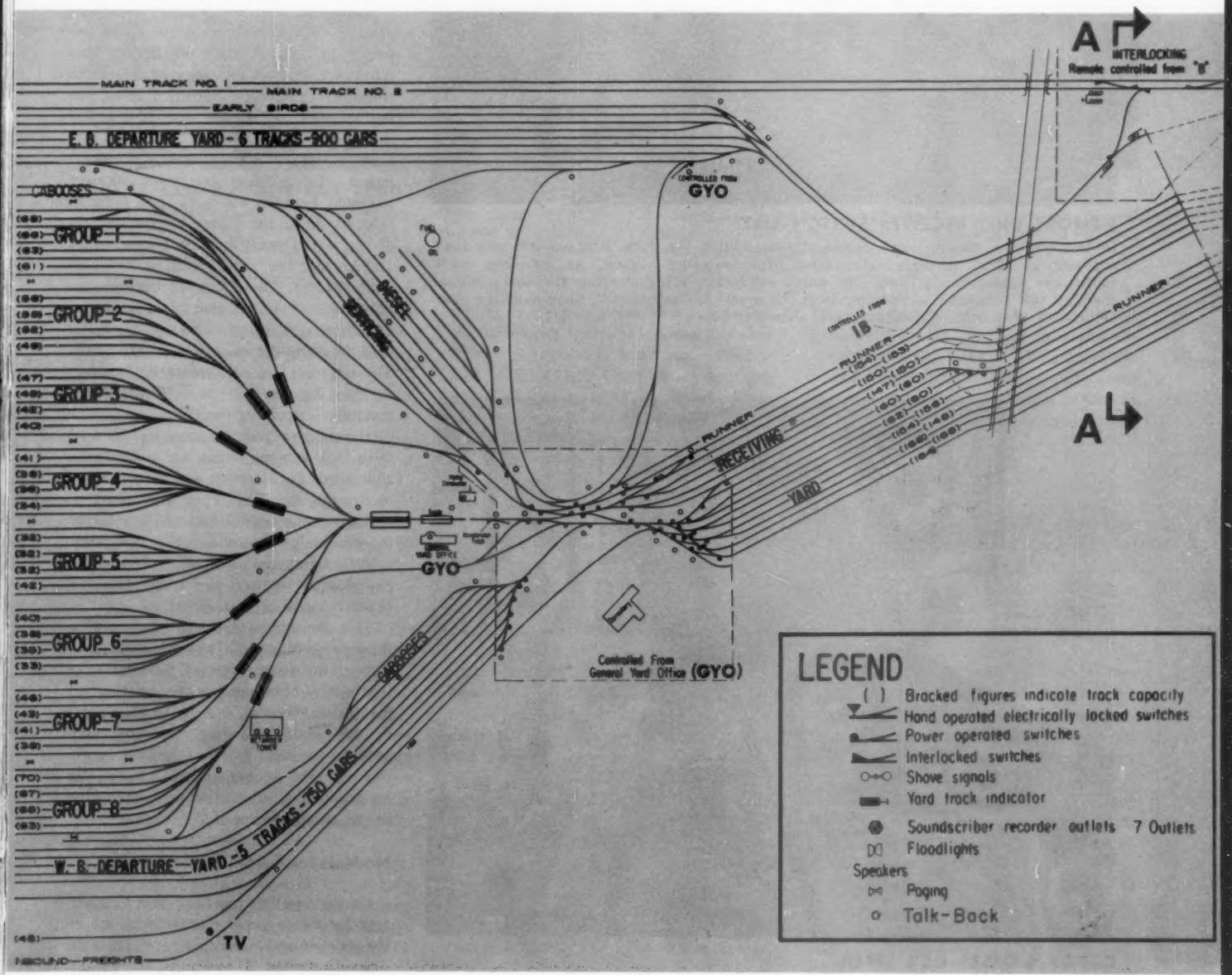
The distinguishing feature of the new automatic retarder control system is the degree of "fineness" which can be attained.

A separate analog computer is associated with the control system for each group retarder and the master retarder. Factors such as grade and other physical constants are "set" into the computers. Factors pertaining to particular cars (weight, route, distance of roll) are fed into the group computers as the particular car approaches.

The computer requires about one-tenth of a second to arrive at the precise speed at which the car should leave the group retarder to enable damage-free coupling in the class tracks.

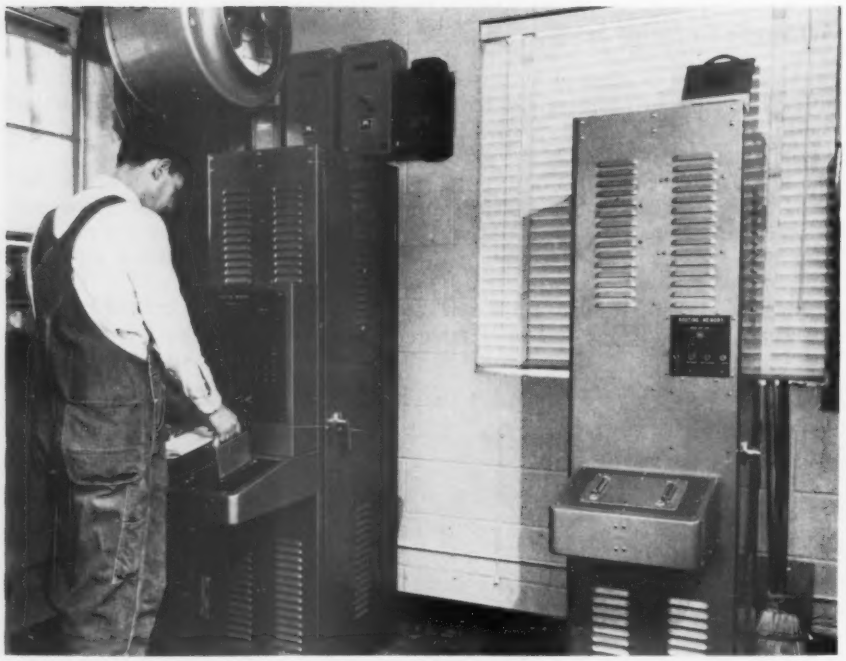
As the car clears the crest of the hump,

(*Continued on next page*)



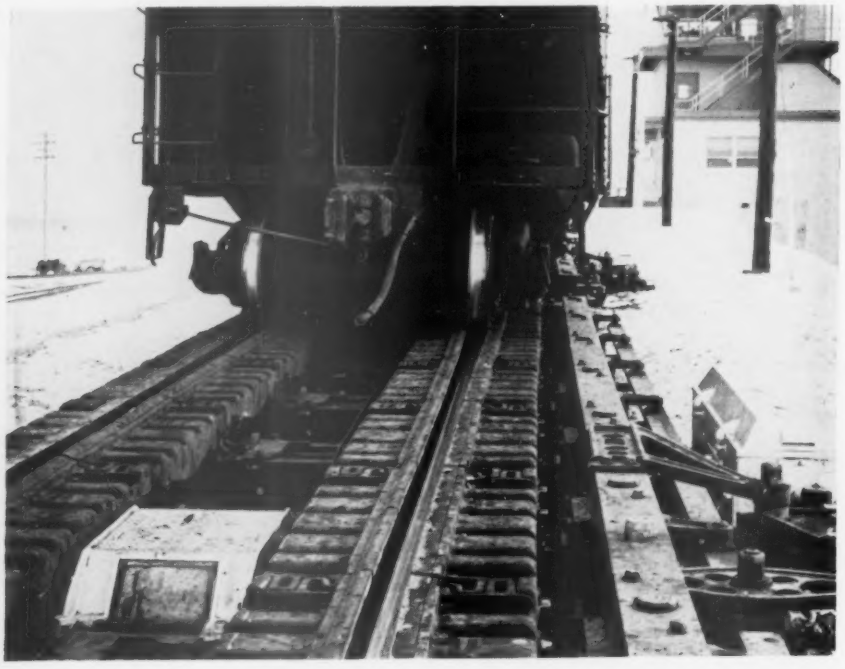
to Short Circuit Midwestern Traffic Snarls

Here Are the Key Points in a Car's



MEMORY UNIT RECEIVES SWITCH LIST

In this position, memory unit receives hump switch list data. Plugged into the read-out unit at right, it feeds information into switching system. As cuts are made, routes are automatically lined. The hump conductor, after clearing the hump signal, changes the switching equipment from "manual" to "automatic". Easy-handling characteristics of portable apparatus are shown in photo.



RADAR GAUGES CAR SPEED

When car rolls over radar unit (white box foreground) beams reflected are used in adjusting retarder controls to attain wanted release speed. Information on the actual speed at which the car is rolling, as measured by the radar equipment, is compared with the ideal speed which has been electronically computed for the car.

(Continued from preceding page)

it passes an electric photo-cell device which feeds information into the master computer on the length of the cut being humped. Going farther, a front wheel of the car depresses a treadle which activates a counter; a second treadle 34 feet farther along halts the counter. This provides a measure of elapsed time from which average velocity is figured. A short distance later, the process is repeated—the difference in the two velocities giving car acceleration.

Weight's a Factor

Next, the car passes over a weight detector. Three micro-switches detect the weight as light, medium or heavy. This information is fed into the master retarder computer. The computer then calculates the speed at which the master retarder should release the car.

As a car enters the master retarder, it passes over a radar transmitter-receiver mounted between the rails. The radar is beamed down the hump toward the receding car. Operated on a frequency of 10,525 mc, the radar beam is reflected from the car. The difference between the outgoing and the reflected beam is used to determine the speed. This is compared with the computer-calculated release speed. The retarders are adjusted to the position so that the car will be released at the computer calculated speed.

The master retarder consists of four 49½-foot sections which are individually controlled. Each section can be controlled to five positions from open to close.

Because the second half of the retarder is separately controlled, the computer-calculated release speed is put into memory storage for next-step transfer to the control system of that section.

This transfer is made by a car passing through a photocell light beam midway through the master retarder. Restoration of the broken beam readies the first half of the master retarder for the following car or cut while activating the radar unit covering the second half of the retarder. In this way, this section of the retarder can be properly positioned to release the car at the computed speed.

No Halt for Tests

Group retarders are 115.5 feet long, except for the two center ones which are on the shortest and straightest route from the master retarder. These units are 99 feet long.

The computers operate continuously. When no car is in the system, a test prob-

Journey through the New Yard

LIGHT BEAMS JUDGE CUT LENGTH

Upper photocell beam is above couplers; lower beam is at coupler height. Data on whether one car or two-car cut passes is fed into computer and switching system.

TREADLE TRIGGERS ACCELERATION CHECK

As car wheel trips treadle (arrow) it starts counters. Second treadle hit later halts counters to figure velocity. Two such counts give car acceleration to computer.

lem is fed to each computer to check its answer against a calibrated standard. Constant levels of temperature and humidity in the computer room aid in keeping all components operating within adjusted tolerances.

All adjustments and necessary testing of the equipment can be done from in front of the computers. Switches, pushbuttons, potentiometers and meters are all "out in the open." A special test board and patch panel enables any circuit to be checked without "getting inside" the equipment.

As the car leaves the master retarder, its weight and cut length pass into the transfer system feeding the group retarder analog computers.

A car then encounters another set of rail treadles (54 ft. apart) for calculating velocity. Further on in approach to the group retarder, it passes over two more treadles 54 feet apart. As our car enters the group retarder, it passes over a radar unit which measures its speed through the retarder.

In addition to these measured speeds, the group computer receives the routing information from the automatic switching system, and the cut length and weight from the information transfer system. The car's release speed is computed and retarder controlled similar to that described for the master retarder.

The retarder control machine panel is similar to previous panels with conventional controls for the retarders and switches. Several new features have been added as part of the G.R.S. Class-Matic yard controls. A lucite pushbutton with an indication lamp is provided for each class track. When the operator presses one of these lucite track buttons, a distance-to-go indicator consisting of a row of lucite pushbuttons is lighted to show the distance-to-go on that particular track. These latter buttons show distance-to-go in car lengths from 2, 4, 6, 8, 10, 12, 16, . . . and up in jumps of four to 72. By pressing one of the pushbuttons on the distance-to-go indicator, the operator can instantly reset or change the distance-to-go fed to the computer for that track. Distance-to-go is measured from two car lengths beyond the end of the group retarder. This measurement is kept up to date by a rail treadle which counts car wheels, four indicating a car. As car count information is fed into the computer, the distance-to-go is automatically decreased. When the track is pulled, the retarder operator presses his track button followed by pressing the reset button, which puts the proper empty track distance-to-go back into the computer. The length of the various tracks is one of the factors originally "set in" in the computer.

Should a car stop short on the classification track, because of bad weather or some peculiar car characteristic, the operator can adjust the working of the computer to keep the short-run car from being hit too hard by following cars. He estimates the position of the halted car, then presses the track-fullness button—telling the computer, in effect, that the track is full up to that point. Speeds of approaching cars are then adjusted.

'Mule' Takes Over

A unique feature of the yard is provision for remote-control dress-up of class tracks. Even with the expectation that few cars will roll short in the fine-control humping setup, a standby method of pushing short-roll cars to proper position on class tracks was necessary.

The "car accelerator" (it's sometimes called the "mule") was developed for this purpose. It's powered by storage batteries. The retarder operator runs it by remote control, moving it from its siding on down the hump to nudge the errant car clear. A blue lamp tops a mast mounted on the accelerator. When the "mule" starts under way, this lamp and a headlight go on and humping operations cease.

Track fullness for each class track is also registered in the hump yardmaster's office. Fullness is indicated by mechanical counters mounted with a plate giving each track's car capacity. General Railway Signal Co. furnished all signal equipment in the yard.

(*Continued on page 35*)

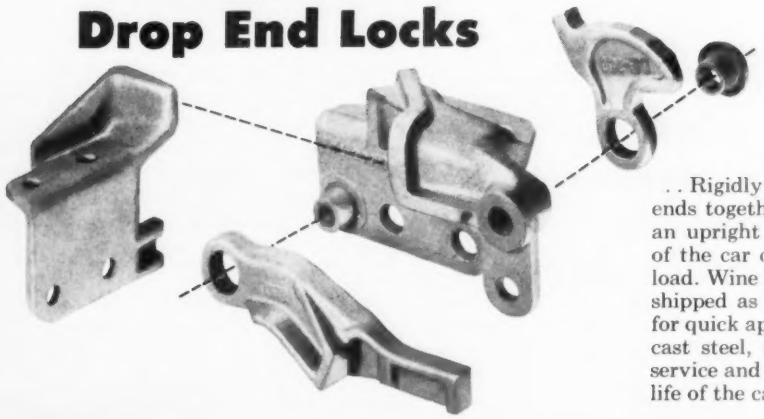
Cast Steel
INCORPORATED DROP END UNITS
Speed

Inside view—showing top corner interlock and bottom corner hinge trunnion.

Service.. Sustain Structure

For outstanding economies . . . increased safety factors . . . improved strength and durability for the life of the car—Wine Drop End Units (Locks and Balancers) form *the perfect* combination!

WINE
Drop End Locks



. . Rigidly interlock gondola sides and ends together—securing the ends in an upright position. Top corners of the car cannot spread regardless of load. Wine Drop End Locks are shipped as an assembled unit, ready for quick application. Made of electric cast steel, they insure maximum service and durability throughout the life of the car.

WINE
End Balancers

. . . Eliminate the necessity of using *four or five men* to close a drop end for car loading! Multiple spring steel torsion bars, incorporated between the center casting and the two outer hinge trunnion castings, permit *one man* to readily close the heaviest drop ends without assistance. Available for easy application on most drop end gondolas.

THE CONTINUING **OUTRAGE**

How Can You Fight a Shadow?

The chart at right tells a dreary story—not just to railroads but to motor carriers, too. For the truck figures shown here are not, for the most part, those of certificated carriers. Exempt truckers created these percentages.

Figures shown here just happen to be four commodities out of Florida. But the same story can be repeated all across the country—fruits and vegetables out of South Texas; peaches in Colorado, apples in Washington. No wonder common carriers and the ICC are all urging Congress to take a new look at the legislation which caused it all.

The plain fact is, important parts of the nation's transportation network are being weakened by the erosion of a large and significant segment of traffic. It can only mean, over the long pull, that the country is gambling with its future. Irresponsible transportation, exempt from the controls which are applied so vigorously to regulated transport, is running away with the business. Railroads, and common carrier trucks, are hardly any longer in the race.

The whole thing started in 1935, over 22 years ago. Congress wrote the so-called "agricultural exemption" into Section 203 of the Act. It provides, in short, that truck operators handling agricultural products and fish shall be exempt from regulation except in matters of safety.

The intent may have been good—to help essential segments of the nation's economy get their produce to primary markets. No quarrel with that. None whatever with the farmer, his truck or his apples. But the interpretations that have come along, especially in the courts in recent years, have been little short of startling.

Greasing the Skids

Questions about what really constitutes an "exempt" commodity have been around a long time. Back in 1951 the ICC laid down its view of what the standards ought to be. Then cases began cropping up on court dockets. Since then, the process of "judicial erosion" has been at work. Now things have reached a point where bands of itinerant truckers, gypsies, rove across the country picking up such exempt "agricultural" commodities as peat moss, frozen fruits and vegetables, frozen dressed poultry, bulbs and flowers, and redried tobacco—all, of course, in addition to the expected commodities like cabbage and potatoes.

This is traffic common carriers not only aren't getting but can't get. A whole new segment of transportation has grown up, one where rates are made by whim, where nothing is published. Exemptions today are extended to industries that never plowed a furrow, never baited a hook—industries that are not owned by farmers or fisherman, that employ no labor from these industries and, in fact, are usually located in thriving urban areas.

Testimony on what this is doing to railroad earnings, to say nothing of motor common carriers, comes from every direction. John Budd, president of the Great Northern, points out, for example, that on over 1,300 miles of the GN grain revenues alone account for 80 per cent of freight revenues. This is vulnerable.

Shippers of all classes of commodities have a stake in the continued common carrier transportation of farm products. It's easy to see why. If, in the end, all agricultural traffic is lost to these carriers then the remaining traffic must pay the bill in higher rates on what's left. Either that, or there will be progressively deteriorating common carrier service, even ultimate abandonment of large sections of it.

Flooded Highways

The ICC itself has been, and continues to be concerned about this ebbing strength of common carriers. Just a few days ago the commission included new commodities, such things as green coffee beans and salt-cured cucumbers, because it felt it would be "futile" to do otherwise in the face of past court rulings.

This whole "exempt commodity" problem is like so many others in transportation today. It more or less "just grew." Farmers in 1935 owned trucks; they still do. Getting their produce to primary markets was a job they handled; they, and the small fleets of itinerants that followed the harvests. After World War II, though,

Quick Quiz on Exempt Carriage

▶ **WHERE DID IT START?**

In Congress. Exemption was put in I.C. Act in 1935. Legislators sought to preserve existing pattern of farm-to-market transportation.

▶ **HOW DID IT GROW?**

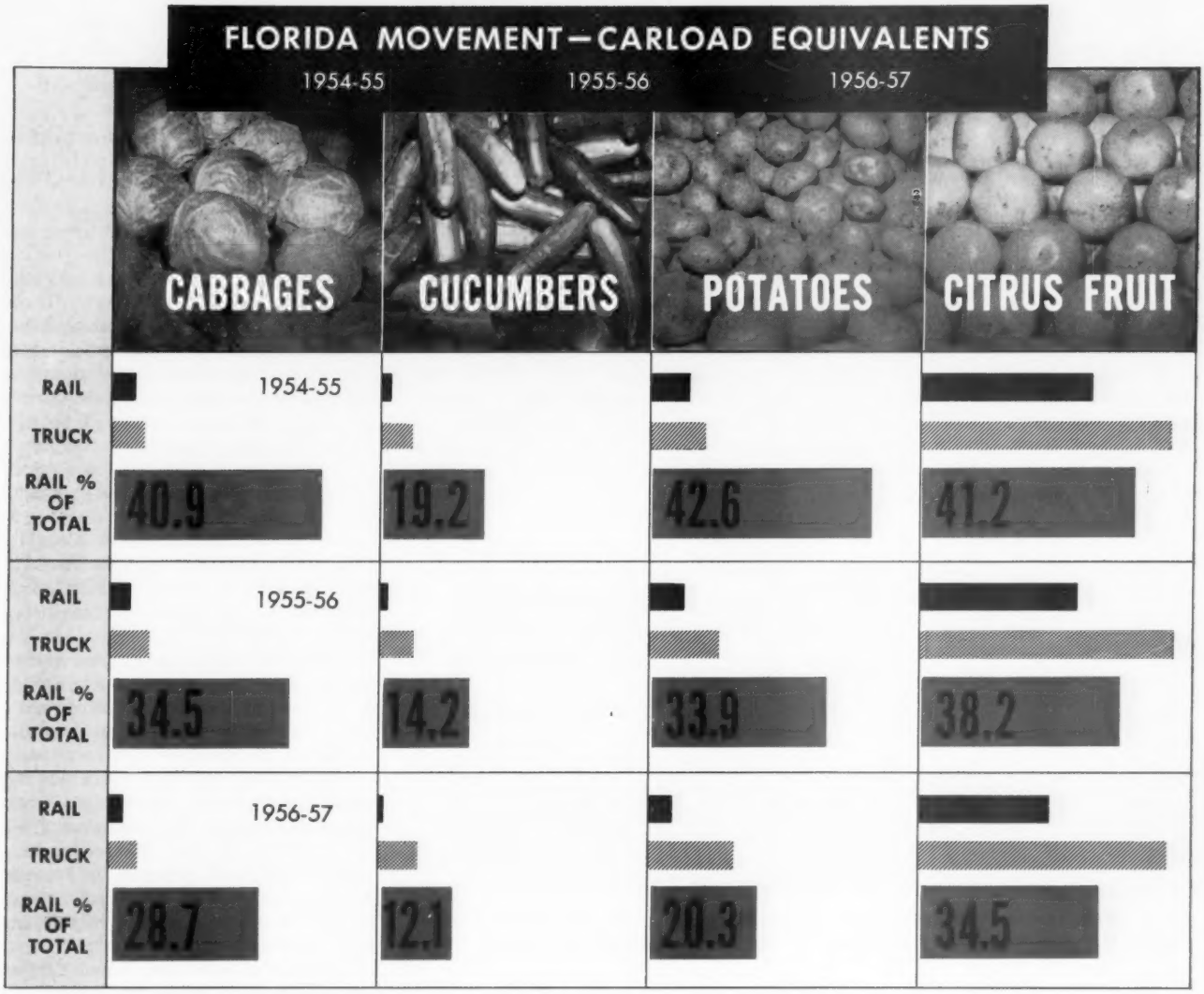
Changes in food processing helped, like the growth of frozen foods. Trip-leasing was a stimulant. Recently, courts have greatly broadened what exemption means.

▶ **HOW BIG IS IT NOW?**

No way of knowing. Common carriers know it's huge, and still growing. But since the "exempts" operate in freedom no one can keep score. They're everywhere.

▶ **WHAT SHOULD BE DONE?**

Congress should redefine this "escape clause," at the very least. The nation's stake in strong common carrier transportation demands it. You may want to send these pages to your Congressman.



EXEMPT CARRIERS, already ahead in 1954, have steadily increased their share of fruit and vegetable traffic out of Florida. This same story is being repeated in other states, sapping common carrier strength everywhere.

there occurred some rather basic changes both in agriculture and in the food processing industries. A flood of new and valuable traffic was created.

With the flood came the driftwood. Non-regulated truckers expanded, often hauling exempt commodities one way, then leasing their equipment to a certificated motor carrier for a return haul. And the private truck operator crept under the tent, too, moving his goods one direction, farm commodities the other. Today, this strange mixture of exempt carriers has the business.

Guesses on the number of non-regulated motor carriers, and the over-all total volume they handle, are as varying as the men who make them. The ICC tried to figure out the situation in 1955 and came up with a couple of figures: motor vehicles transported 226 billion intercity ton-miles that year; 75 billion, 33 per cent of the total, were handled by regulated motor vehicles. An estimate to be sure, but certainly an indication of the trend.

The record of the Smathers Subcommitee is piled high with evidence that railroads and common carrier trucks have lost great volumes of this exempt tonnage. But as things stand now they are being whittled to death by shadowy competition which they can hardly find, much less fight.

The Road Downhill

Look at the chart again: this erosion has taken place in just four years. There are other figures on what's happened in recent years, all over the country. Rock Island President Downing P. Jenks told the Smathers group:

"In the West there is a large and growing diversion to the trucks of the transportation of livestock and grain, cotton, and other products of agriculture. . .

"In 1933, the Rock Island handled 1,010,735 bales of cotton as against 467,846 bales in 1956. Certainly this shrink can only be accounted for by truck competition for government restriction in cotton growing has not affected any such shrink as represented by these figures.

"In 1933, we handled 2,356 cars of dressed poultry as against 377 in 1956.

"In 1933, we handled 3,067 cars of eggs, but only 82 cars in 1956."

There are endless variations of the theme. Rail carloads of fruits and vegetables on the Missouri Pacific, moving out of South Texas to 20 major markets, dropped from 73 per cent of the total in 1953 to just under 60 per cent in 1956. On the Denver & Rio Grande, perishable carloads by rail out of Colorado's San Luis valley nosedived between 1946-47 and 1956-57. The truck share of the business went up from 12.5 per cent to 77.5 per cent during these years.

New Yards Score As Men Back Up

There's more than pushing buttons when you operate a modern classification plant. It pays a railroad to look ahead for a smooth switch to electronics. Yard crew training is vital if you're going to get all the potential benefits.

Most railroads realize that a modern-day "automatic" classification yard, despite its radar, pushbuttons and computers, still has an important place for human hands.

But lack of knowledge—or lack of desire—on the part of yard forces can produce less than optimum efficiency with the new facilities. It can play hob with the rate of return railroads rightfully expect from the millions plowed into yard modernization.

That explains why . . .

● A picnic in an Elkhart park 10 months ago was important to the dedication this week of New York Central's Robert R. Young Yard;

● Yard forces at Minot, N. D., shunted cars of no-bill coal around for a week in Great Northern's Gavin Yard before it opened for business;

● You'll find a good many supervisors standing at the hump of a yard miles from home, watching how another road goes about an operation they're about to undertake themselves.

A yardmaster can't sit down at a complex communications panel and keep his engines humping without knowing ahead of time what he's about. A footboard switchman who has never seen a retarder control machine can't operate one right off the bat. Here and there, to their dismay, railroads have found this out the hard way—as new yards suddenly became as snarled as the ones they replaced.

But from some of the roads who have successfully keyed a new yard into their freight-handling operations, come these basic rules of procedure:

● Build the right yard in the right place. Make it roomy enough to keep confusion at a minimum.

● Pick the location so you have to hire new help at the site—not lay men off there.

● Try to avoid building the yard under traffic.

● Seek the ideas of the personnel who'll be running the yard—and apply them where you can. Tell them about your plans, with emphasis on the positive aspects for them. Get your working rules agreements firmly in hand.

● Plan for dry runs before the first revenue cars go over the hump.

SWITCH LIST is checked by operator at automatic switching console. He directs pin-puller at carside in Pennsylvania's Conway yard.

● And on the day the yard goes into actual service, lock all the doors. All officers not specifically needed to supervise the switchover are preferred to be absent.

A pleasant labor-relations atmosphere surrounding the new yard—if it can be achieved—can easily be soured by upheavals the yard prompts down the line.

Doubtless the Elkhart yard will affect the Indiana Harbor Belt, a Chicago switching line owned 60% by the Central. It has done the lion's share of Central's Chicago classification. Yet the Harbor's Blue Island Yard was the source of much schooling for the men who funnel the freight through Elkhart.

The Central started its program of employee orientation not quite a year ago. A dinner meeting was held at Elkhart with yardmasters. The yard's plan was displayed and discussed.

Then in May, an Elkhart park was the site for two employee "family nights" with refreshments served. Superintendent T. E. Reynolds explained the yard and its automatic equipment. A movie on Frontier Yard at Buffalo was shown. All Elkhart bulletin boards got a diagram of the yard as it would be built.

The Central picked Blue Island Yard as a testing ground for its Elkhart training program for two reasons: its heavy periods of perishable traffic and its manually operated retarder controls. During the perishable rushes, a thousand cars go over the hump per trick. The Central found that operators trained to handle this volume on manual controls have a sound understanding of what automatic retarder controls do. Such men soon adjusted to automatic controls such as Elkhart's.

One of Blue Island's top retarder operators was hired by the Central to train Elkhart's men. Elkhart yardmen who got the jobs on bid were sent to Blue Island for two weeks. They worked the Blue Island job eight hours a day, and in their time off they observed the other phases of the yard's operation. Full pay, expenses and transportation were included in the package.

Elkhart's supervisors, meantime, were traveling, too. Four of them spent a week at Southern Pacific's Englewood Yard at Houston. Mechanical and car department men visited two yards on the Southern.

Then, when retarder control equipment

Automation

was cut in, Elkhart's training program entered its final stage. One or two retarder operators were paid for a tour of duty to be on hand as the retarder control machine was tested and cut in. Yard conductors worked with the manufacturer's technicians in cutting in the automatic switching equipment.

As most roads do, the Central issued a book of operating instructions to road, yard and clerical forces concerned. Supervisors were given the opportunity to attend and participate in meetings at which operating practices were set up.

Cicero: a subtle approach

The first half of Burlington's new Cicero Yard near Chicago was slipped into service last summer with nary a hitch. George P. Henson, superintendent at the time and now general manager of Chicago's Union Station, credits close cooperation between operating and signal departments with much of the victory.

The operating officer in charge of the change-over must know the signal department's end of the project in terms he can get his yardmen to understand, Mr. Henson stresses. A close working relationship of this sort enabled the "Q" to hump 629 cars the first day into 22 of the yard's 43 classification tracks, he reports.

Burlington's initial approach to its yard forces was subtle. A model of the yard, showing how it would look when rebuilt, was placed in the road's offices adjacent to the yard. Soon, many persons were dropping in voluntarily to look it over. Rules exams were held in the same room beginning in February, 1957.

Burlington's approach to the instruction book differed from New York Central's. Separate instructions were issued for retarder operators, switch foremen and yardmasters.

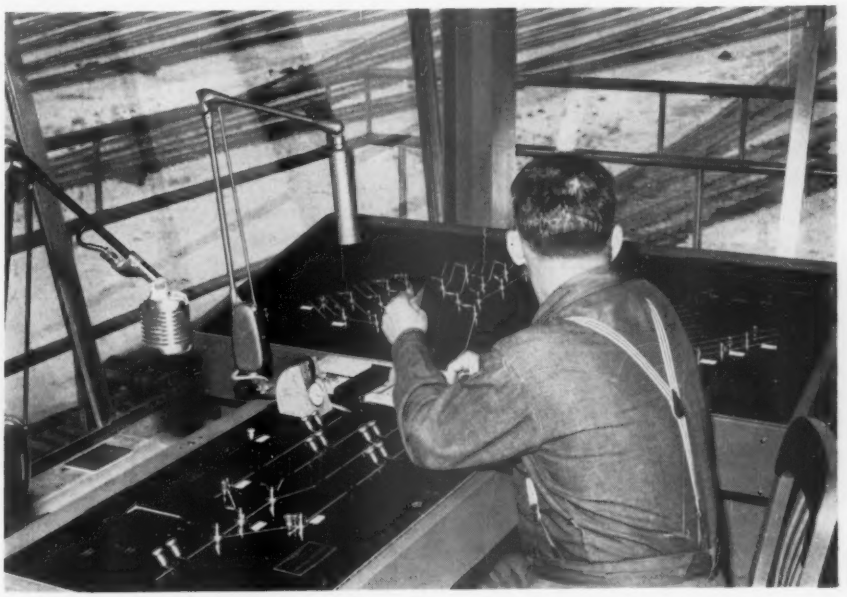
Testing of retarders and controls gave another opportunity to acquaint yard forces with their new jobs. An engine was assigned to handle cars at the hump at the direction of manufacturers' technicians. One or two yardmasters were brought to the hump at a time and shown the ropes. Retarder operators were qualified by signal department supervisors.

Minot: dry runs in a prairie

Success of Burlington's approach can be measured, Mr. Henson thinks, by this: No increase in engine tricks, work force or other indexes of lagging efficiency were

(*Continued on page 34*)

INBOUND FREIGHT consists are recorded on discs at New York Central's Robert R. Young yard. Yard clerk readies twin-disc setup for arrival.



RETARDER CONTROL panel in Great Northern's Gavin yard is manned by a clerk who checks switch list against humped cars.

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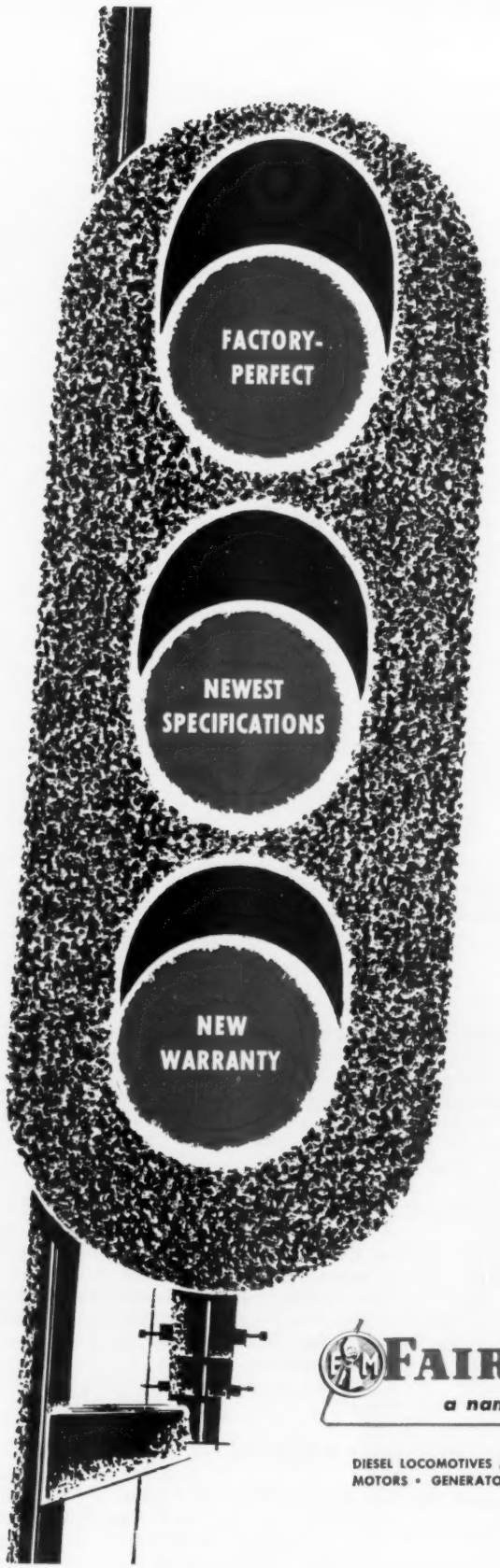

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(*Continued from page 31*)
necessary. And Cicero Yard has continued to gain in cars humped per engine-hour right from the start.

Unlike New York Central and Burlington, which built their latest yards under traffic, Great Northern's Gavin Yard at Minot was assembled intact on the prairie outside of town. The method had one distinct advantage: Yard forces could experiment with the yard before it actually began handling moving traffic.

Minot, too, was actually an expansion of GN's facilities at the point. More manpower was needed, not less. So the employees greeted with interest the word that a new yard would be built. A diagram of the yard even got to the bulletin board in a lodge hall.

Even as the first dirt was being turned, GN officers were out informally gathering ideas from the men who would run the yard. They'd already been on an inspection trip to Rio Grande's yard at Grand Junction, Colo., and Union Pacific's at North Platte, Neb. Rio Grande's yard was GN's model insofar as basic function and traffic volume was concerned.

R. W. Downing, assistant to president who was at Minot at the time, comments: "We didn't think it advisable to take the switchmen themselves out on inspection trips of other yards. They might have seen procedures which looked good to them, but which for reasons beyond their responsibility couldn't be applied at our yard."

Great Northern shot for an opening date of August 1, 1956. In March, the job of assistant superintendent was established at Minot. Here was the man who would direct the training program and boss the yard.

A factor in training its Minot men was GN's ability, under union agreement, to rotate switchmen and yard clerks into various jobs at the yard. Engine crews were assigned in turn to the engine helping with retarder calibration. Clerks got a crack at all the jobs in the yard office. They learned about the new Teletype, too.

And then, a week or so before the yard was opened, the dry runs began. About 35 cars of no-bill coal and gravel were accumulated. Outlying terminals sent to Gavin advance consist reports on trains which actually were headed for the old yard downtown.

Yardmasters, hump crews and clerks went through the complete motions of classification. But the coal and gravel, instead of the cars listed, actually were humped.

Strikes—and officers from uptown

Railroaders can tell about one or two big yards which recently, in their early days, were grandly snarled. One road ran into strikes—many men had been cut off. A formal public dedication snafued another yard the day it opened. Both yards, however, now are working fine.

How to handle these problems? Here's an idea from one superintendent who's been through it: "Never once, in all the talking I did about our new yard, did I mention a reduction in force. Naturally, one of the objectives of the yard was to reduce manpower. Sure, the unions knew what the score was, but they kept off the subject too. We didn't make our reduction when the new yard went in. It came months later—and in another yard."

And: "I made a deal with my boss. He'd stay away from the yard—and keep everyone else away—when we cut in the hump and for a week after. And if it wasn't working the way I said it would, I'd call him up—from the other end of the division, where I'd be back switching cars!"

Railroading After Hours with Jim Lyne

HIGHWAY CRITIC—Last fall, the Connecticut General Life Insurance Company at Hartford conducted a conference on urban planning—at which there came out a lot of criticism of the federal government's highway program. One of the critics was Lewis Mumford, the well-known author and authority on civic planning. I have, at length, managed to get a copy of his talk. Among other things, he said he fears the highway program will "strike a mortal blow against our railroad system, by giving the transcontinental trucker freeways and subsidies he could never fully enjoy before."

Mr. Mumford insists that the study, which gave rise to the government's highway program, was "not a study of the real problem"—which is transportation as a whole, not just the highway part of it.

TRANSPORT EXPERT AT 40—I mentioned here recently a pamphlet entitled "The Obligation to Carry," by a couple of Britons—A. M. Milne and A. Laing—which gives the most complete explanation of the "common carrier" idea I have ever seen. The obligations still laid on common carriers, in the authors' opinion, are now outdated—because the prevalence of competition makes them unnecessary. One of the writers of the pamphlet, A. M. Milne, was also the author of a highly informative book entitled the "Economics of Inland Transport," (Ry. Age, Mar. 19, 1956).

Professor Milne died in 1956 at the age of 40—bringing to an untimely end a most promising career in the field of transport economics. He had a brilliant record as a student at the University of Edinburgh, and went to work in the mid-thirties as a "traffic apprentice" for the London & North Eastern. After military service during the war, he took up teaching at the University of Durham—and his talents as an original thinker soon became evident. My guess is that his writings—his book and the pamphlet—may well become classics of transportation literature.

CONFERENCE TALK—I'd like to have a tape recording of the small talk that goes on at some of the meetings I attend. The subjects under consideration are usually serious, and competently discussed—while the side conversation may be critical (though not unfriendly). It is practically always jocular. For instance, the other day, a serious subject was getting rather detailed dissection—when the fellow sitting next to me remarked:

"How long are they going to go on picking the fly specks out of the pepper?"

RUBBER-TIRED RAILROAD—I was talking to one of the country's leading urban rapid transit operators the other day—and I asked him his opinion of the rubber-tired subway line they have running in Paris—and which he has inspected. He said that to convert an existing steel-rail operation to rubber would be quite expensive—but the innovation has a lot to recommend it for a brand-new installation. Advantages: weight-saving (hence power economy) and very rapid acceleration and deceleration.

(*Continued from page 25*)

Power switches are equipped with General Electric snow melters.

Yard Communications Extensive

Communications facilities are diversified and far-reaching. They include: talk-back and paging speakers; mobile and walkie-talkie radio with Dick Tracy transmitters for skatemen; car-grabbing TV; Sound-Scriber recorders for car checkers; local intra-yard Teletype; connections with the road's IBM-Teletype car reporting system; telephone and local PBX installations.

Seven talk-back speaker systems practically blanket the yard. Speakers for particular uses are specially marked with colored bands on pipe masts. Most speakers are mounted in back-to-back pairs.

There are systems for the:

Hump switchtender, providing contacts in the hump vicinity and in the east end of the departure yard;

The hump conductor, providing contacts with the hump yardmaster, retarder operator, pin-puller, and car inspection pit on the hump lead;

The west-end yardmaster for paging west of the yard office and around the car repair facilities;

The east-end switchtender who remotely controls the switches at the east end of the receiving yard;

And, the diesel shop foreman and car shop foreman, with separate facilities for signal maintenance in the retarder area.

Direct access to a general paging system is provided for the terminal trainmaster, hump conductor, hump yardmaster, hump switchtender, west-end yardmaster, and car repair foreman. Telephones on talk-back speaker poles can be used for paging via this system or to answer calls from the hump yardmaster's office. Electronic Communication Equipment Co. furnished this talk-back and paging speaker equipment.

The three hump engines are equipped with dual-channel Motorola single package radio with transistor power supply for direct operation off the engine-starting battery.

Yard engines also have transistorized radio. When working the west end pulling cars from class tracks to build trains in the departure yards, they can contact switch-crew foremen equipped with portable units. The engines have footboard speakers to receive all calls. The west-end yardmaster, hump conductor, retarder operator, hump switchtender, and hump yardmaster can get in on this system.

A more detailed, technical article covering the new yard is published in the March issue of Railway Signaling and Communications, sister-publication of Railway Age.

NEW STEP IN YARD AUTOMATION

If cars stop short on a class track due to adverse weather conditions or set brakes, the retarder operator sets this car accelerator into motion. The remote-controlled, storage battery-powered "mule" rolls down the hump and pushes cars to clearance. Atop mast is a blue lamp which lights when unit starts.

HOW MANY CARS TO GO?

The operator can tell this at a glance at the retarder control panel. Row of lamps at his elbow indicates the fullness of class track being checked. Information is fed into this equipment and into the computer for car speed adjustment. Dials at center of panel give wind velocity and direction. Operator can also make adjustments if a car stops short.

Current Publications

BOOKS

RIGHTS OF TRAINS, 5th edition, by Peter Josserand. 459 pages, diagrams, tables. Simmons-Boardman Publishing Corp., 30 Church st., New York 7. $6.00.

Since publication in 1904 of Rights of Trainson Single Track, one or another of the editions of this book has been the standard text for studying the AAR Standard Code of Operating Rules.

The rules are presented paragraph by paragraph, with each point fully explained. Questions and answers about rules problems are included to help trainmen who are drilling for rules examinations.

An index is included to make the book easy to use as a reference for specific points of rule. Block signal and interlocking rules are fully covered, as are operating rules. An additional section covers centralized traffic control operations.

•

100 YEARS OF STEAM LOCOMOTIVES, compiled and edited by Walter A. Lucas. Contributing editors, Paul Needham, C. L. Combes and C. A. Phelps. 278 pages, illustrations, diagrams. Simmons-Boardman Publishing Corp., 30 Church st., New York 7. $9.95.

With the steam locomotive rapidly disappearing from American rails, that portion of the Locomotive Cyclopedia devoted to steam design has dwindled. The demand for out-of-print cyclopedias has steadily increased.

Mr. Lucas and his associates have reproduced here the original photographs and drawings of more than 200 steam locomotives from 14 editions of the Locomotive Cyclopedia and its predecessors. Forty-two different wheel arrangements are shown. There is also separate material on tenders and cabs. A diagram locates and identifies the principal parts of the steam locomotive.

Engine designs included range from the American Standard type "Thomas Rogers" built for the Nashville & Chattanooga in 1856, to the 2-8-4 type 9401 built for the P&LE in 1949, the last steam locomotive from the American Locomotive Company. The elevation drawings are designed to permit builder to convert them to any scale for building models.

•

1957 CAR BUILDERS' CYCLOPEDIA OF AMERICAN PRACTICE, 20th Edition, compiled and edited for the Association of American Railroads—Mechanical Division; C. L. Combes, editor. 1,114 pages, illustrations, drawings. Simmons-Boardman Publishing Corporation, 30 Church st., New York 7. $10 a copy to railroad men; $15 to others.

The same general arrangement has been followed in this edition as in previous ones. Following the dictionary of car terms there are sections on freight and passenger cars; car construction details; electrical equipment; heating, ventilation and air conditioning; couplers and draft gears; air brakes; brake gear; safety appliances; car trucks; journal boxes, bearings and lubrication; industrial and mine cars; and export cars. The concluding section describes and illustrates shops and equipment used in construction and repair of cars. There is a general index to car parts and products, a trade name index, and an index to advertisers.

Onto Every Track a Little Snow Must Fall

These Grand Central Terminal tracks recently were blanketed with snow for the first time since 1926. Scene is at New York City's Park avenue and 47th street. Exposure to the winter weather was brought on by skyscraper construction on the New York Central's Park avenue property overhead.

FILMS

FRUITS OF A LIFETIME. Color, sound, 26-minute length. Available through representatives of Union Pacific.

This film, produced by Union Pacific's Motion Picture Bureau with technical direction by the UP Department of Livestock and Agriculture, follows a typical carload of fruit from a western orchard, combining production, grading and packaging with rail transportation and depicting the services and facilities made available by the railroads in getting fruit from farm to market.

•

STEEL VALLEY. Sound, black and white, 18 minutes. Industrial Information Institute and Sharon Steel Corp. Address requests for free showings to Arthur Schmidt & Associates, Dept RA, 342 Madison ave., New York 17.

How the lighter, tougher, super alloy steels, including stainless steel, are made for the railroad industry is one of the features of this film. Spectacular shots of the melting of stainless steel in huge, fiery electric furnaces, the part television plays in rolling great ingots, the continuous production of stainless steel strip from heavy slab in 300-ft-long mills and the highly intricate method of melting and rolling titanium are highlights.

•

EXPRESS TRAVELERS. 16 mm., sound, color, 31 min. German Federal Railroad, 11 W. 42nd st, New York 18. Free on loan.

Filmed on the German train "The Blue Enzian," this film shows scenes of Hamburg, Hannover, Fulda and the connecting routes. It is the story of a film star traveling to Munich for her debut, a surgeon traveling to perform an operation, and a couple on vacation. It illustrates how comfortable traveling on the German Federal Railroad is, and shows the secretarial and telephone compartments of the train, as well as the vista-dome car. The diesel engine V 200 is also shown. The sound track is in English.

RECORDS

RODS, WHEELS AND WHISTLES. 12-inch LP, Hi-fi. North Jersey Recordings, % Donald P. Van Court, P. O. Box 2, Maplewood, N.J. $4.95.

This recording of train sounds was made along the tracks of the New York & Long Branch and the Norfolk & Western. Featured performer on the Long Branch side is the famous Pennsylvania K 4 Pacific type locomotive. The reverse side features N&W Y6, A, K2 and J type locomotives at work on the Blue Ridge grade near Roanoke.

•

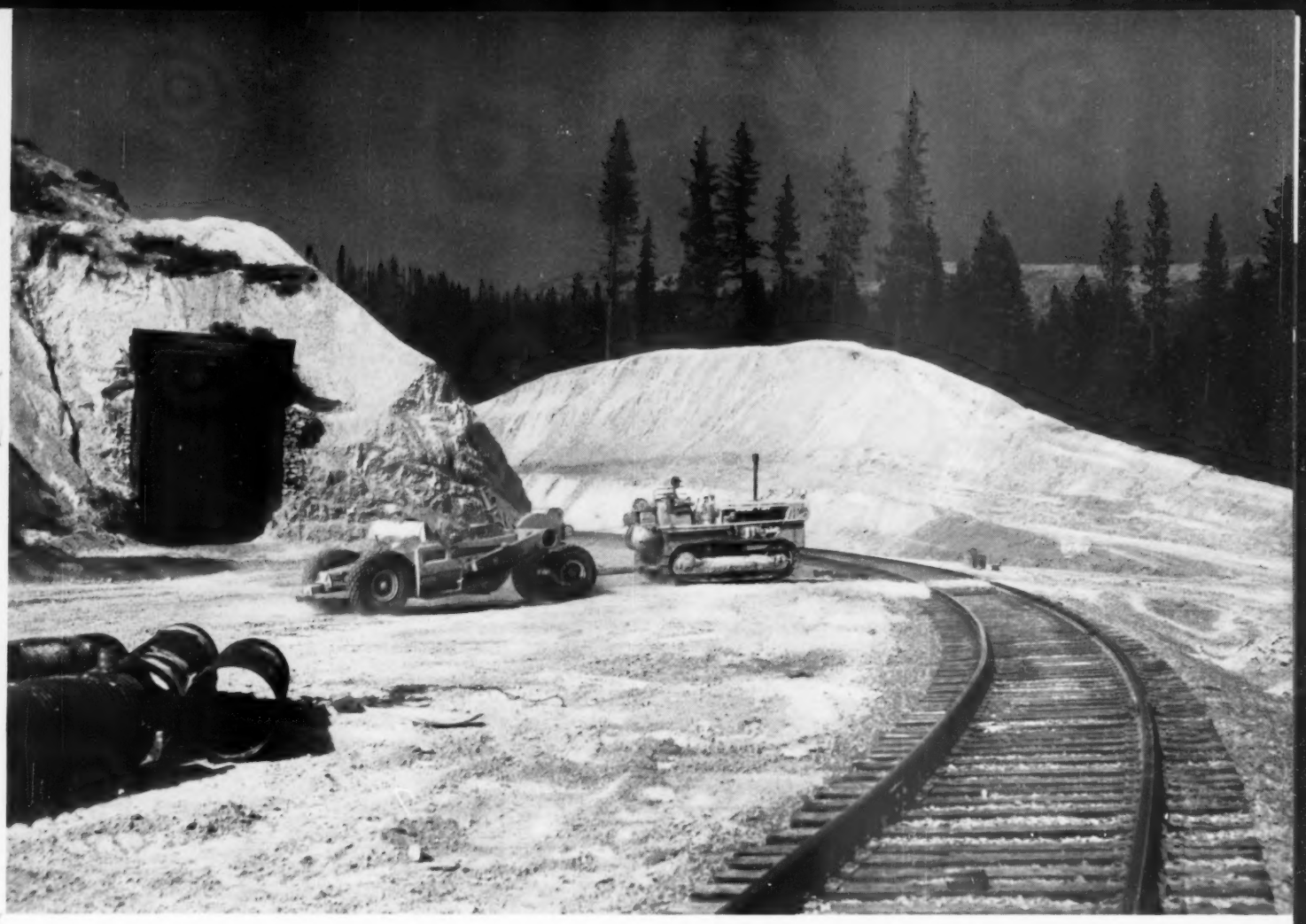
FAREWELL TO STEAM. 33⅓ rpm., LP. Recorded by Seymour F. Johnson Enterprises. Distributed by Stan Kistler, Box 4068, Pasadena, Cal. $4.98, plus 35¢ postage and hand'ing.

This is the story in sound of the last train on the Los Angeles Division of the Santa Fe to be pulled by a steam locomotive (February 6, 1955). Side one of the record covers the trip from Los Angeles to San Bernardino, and side two, the trip from San Bernardino to Barstow. This side also covers sounds of Southern Pacific trains at Santa Barbara.

PAMPHLETS

OUR TWENTY-FIFTH YEAR. 25 pages, illustrations. Timber Engineering Company, 1319 18th st, N.W., Washington 6, D.C.

The highlights of 25 years' service to the designing, building and wood producing and using industries are described in this anniversary report, which also illustrates the services and facilities of the organization.



HERE'S WHY WESTERN PACIFIC CHOSE A D6 AND SCRAPER FOR THIS JOB

The job was this: reinforce and grade a large fill area and set drainage ditches and culverts in Wolf Creek Canyon, Calif. From its fleet, Western Pacific selected a D6 with No. 60 Scraper and a D4 with bulldozer. The equipment matched the job.

First of all the material to be moved (rock, shale and clay) could be tough when wet. But the CAT* No. 60 Scraper, ruggedly built for the toughest off-track work, could handle it and fast! It has a capacity of 7 cu. yd. struck, 9 cu. yd. heaped. And it loads quickly and easily.

But just as important for off-track work, the D6 team is highly maneuverable in close quarters. And the powerful tractor, which delivers 75 HP at the drawbar, has sure-footed traction under any conditions with speeds up to 6.6 MPH. Another thing, you get this high production from equipment that is light enough for easy moving.

And, of course, in an inaccessible area like Wolf Creek Canyon there was Caterpillar dependability to consider. Things like the exclusive oil clutch in the D6, which increases the machine's availability while reducing service and maintenance costs.

Finally, behind the machines in Wolf Creek Canyon stand the nation-wide services of the Caterpillar Dealer organization and Parts Depots. Wherever the job takes you, you can be sure of quick service and quality parts. Because dealers stock a complete inventory of parts you do not have to tie up capital. So call your Caterpillar Dealer. Invite him to give you a demonstration on one of your jobs. You name the date. He'll be there.

Caterpillar Tractor Co., Peoria, Illinois, U.S.A.

CATERPILLAR*

*Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.

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659-7

MARKET OUTLOOK *at a glance*

Carloadings Drop 7.7% Below Previous Week's

Loadings of revenue freight in the week ended February 22 totaled 492,389 cars, the Association of American Railroads announced on February 27. This was a decrease of 40,848 cars, or 7.7%, compared with the previous week; a decrease of 134,241 cars, or 21.4%, compared with the corresponding week last year; and a decrease of 194,629 cars, or 28.3%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended February 15 totaled 533,237 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, Feb. 15

District	1958	1957	1956
Eastern	82,302	114,407	119,268
Allegheny	91,697	131,401	141,606
Pocahontas	46,596	59,182	61,283
Southern	105,945	129,551	131,802
Northwestern	58,915	73,739	73,842
Central Western	102,090	114,113	115,744
Southwestern	45,692	53,573	54,774
Total Western Districts	206,697	241,425	244,360
Total All Roads	533,237	675,966	698,319
Commodities:			
Grain and grain products	48,706	52,138	46,914
Livestock	4,323	5,616	6,228
Coal	112,302	132,973	140,146
Coke	7,212	13,830	13,721
Forest Products	34,932	42,943	45,237
Ore	14,259	22,959	21,445
Merchandise l.c.l.	45,484	56,194	61,891
Miscellaneous	266,019	349,313	362,737
February 15	533,237	675,966	698,319
February 8	532,289	665,251	684,328
February 1	550,426	647,972	680,989
January 25	550,667	665,745	691,850
January 18	572,353	657,269	699,286
Cumulative total, 7 weeks	3,780,165	4,554,170	4,776,409

IN CANADA. — Carloadings for the seven-day period ended February 7 totaled 66,437 cars, compared with 103,908 cars for the previous ten-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
February 7, 1958	66,437	30,323
February 7, 1957	77,312	35,322
Cumulative Totals:		
February 7, 1958	354,598	156,055
February 7, 1957	368,427	162,905

An Insurance Executive Lays the Future On the Line

"We believe the country's transportation system—including all types—is indispensable to industry. . . and to every citizen. . . .

"We believe also that freight and passenger traffic will grow as the country grows, and in all probability it will grow faster than population. . . .

"Even under present conditions large operating improvements and cost savings can be made in common carrier operations by large expenditures for modern equipment and structures. . . .

"Inability of railroads to finance larger amounts of equipment has been a problem for 20 years. . . It was not because sufficient funds were unavailable from private sources. . . .

"In the five years 1950 through 1954, we were ready to finance twice as much railroad equipment as we did on lease or conditional sale, but it was not requested of us. . . . .

"Installation of an average of 58,000 freight cars a year for the last eight years is probably no more than half the amount needed. . . .

"It should be possible [to acquire 100,000 cars a year] with financing from private sources with a combination of leases and conditional sales at 100 per cent of cost. . . .

"Two other possible alternatives involving private financing:

"(1) Set up a corporation (owned by the railroads) to acquire the entire freight car fleet now used in interchange; obtain financing from the usual private sources; and start immediately on a long term modernization car program. Income would be supplied by lease of cars to railroads. . . .

"(2) Set up (this) corporation to operate in a smaller way—that is, set out to build as quickly as possible a fleet of new freight cars to be leased to railroads. . . .

"I believe private funds can modernize the freight car fleet, just as they have so nearly modernized the locomotive fleet. . . ."

HUNTER HOLDING
second vice-president
Equitable Life Assurance Society
(at the recent National Transportation Outlook and Planning Conference, U.S. Chamber of Commerce).

a RAILWAY AGE time-saver page

People in the News

BUREAU OF TRANSPORTATION.—**Joseph E. Flory,** assistant regional transportation manager, Portland region, Seattle, Wash., promoted to assistant director, railway transportation, Washington, D.C., effective December 29, 1957.

BURLINGTON.—**William N. Ernzen** appointed assistant comptroller, Chicago. **Everett A. White,** auditor of expenditures, named general auditor. He is succeeded by **J. V. Wolfe,** auditor of freight accounts. **Henry W. Dehning** named to replace Mr. Wolfe. **Leo J. Meyer** appointed assistant to comptroller. **Francis J. Dillon** named auditor of ticket accounts, and **Francis A. Steffes** appointed auditor of machine accounting.

CANADIAN PACIFIC.—**C. G. Jordan,** general passenger agent, Winnipeg, Man., transferred to Vancouver, B.C., succeeding **H. C. James,** who retired February 28. **R. D. Matthews,** assistant general passenger agent, Montreal, succeeds Mr. Jordan. **W. E. Clampitt,** district passenger agent, Regina, Sask, succeeds Mr. Matthews. **C. V. Robinson,** city passenger agent, Regina, replaces Mr. Clampitt.

William Dunlop, division engineer, Medicine Hat, Alta., transferred to Regina, succeeding **D. H. Dunphy,** resigned to join the engineering staff of the Board of Transport Commissioners. **H. J. Gordon,** special engineer, Calgary, Alta., named division engineer, Medicine Hat.

R. J. O'Leary appointed press relations officer, Prairie region, Winnipeg, Man., succeeding the late **J. W. Maunder** (Railway Age, Feb. 3, p. 34).

CHESAPEAKE & OHIO.—**G. E. Hoover** appointed engineer of coal properties, Huntington, W. Va. **F. R. Toothman** named administrative assistant-engineer. **J. W. F. Rudnicki** appointed engineer of oil and gas properties.

Charles E. Lawall, vice-president, coal traffic and development, Cleveland, has gone into business for himself as a consultant. **Gregory S. DeVine,** vice-president, will assume direction of the coal traffic and development department.

William L. Bailey, Jr., freight service representative, Louisville, Ky., appointed general agent, Birmingham, Ala., succeeding the late **E. E. Shoemaker.**

CHICAGO & EASTERN ILLINOIS.—**W. C. Cottingham,** freight sales manager, Pittsburgh, Pa., appointed assistant freight sales manager, Chicago. He is succeeded by **L. I. Pietz. T. D. Boyce** named freight sales manager, Cincinnati, to succeed **F. R. McVoy,** appointed assistant freight sales manager, St. Louis. **A. R. Bruce** appointed regional freight sales manager-Southwest Region, St. Louis. **R. J. Grant** named regional freight sales manager-Western Region, Portland, Ore.

L. E. Martin appointed freight sales manager, Seattle, to succeed **W. P. Coleman, Jr.,** transferred to Detroit, succeeding **H. H. Olmsted,** promoted (Railway Age, Feb. 3, p. 33).

G. N. Sabin named assistant vice-president, traffic, Chicago.

George E. Bennett appointed acting purchasing agent, Chicago.

Jack R. Hammack, formerly vice-president, Kansas City Trimming Supply Company, appointed to the newly created position of sales manager-trailer traffic, C&EI, Chicago.

CHICAGO & NORTH WESTERN.—**R. W. Bailey** appointed engineer scales and work equipment, Chicago, succeeding **Harry Mayer,** retired. **R. D. Nelson** named division engineer, Dakota division, Huron, S.D. **L. G. Tieman** appointed assistant division engineer, Iowa division, Boone, Ia.

Carleton H. Vail, assistant to vice-president and comptroller, Chicago, elected assistant secretary there, to succeed **Harlow J. Dunham,** who retired January 31.

Preston P. Austin, district sales agent, Billings, Mont., named general agent in charge of a newly opened traffic office there. **C. T. Spear,** general agent, Great Falls, Mont., retired. **Kenneth C. Boles,** chief clerk, appointed district sales agent, Great Falls.

CHICAGO SOUTH SHORE & SOUTH BEND.—**William J. Raleigh, Jr.,** general traffic manager, elected vice-president—traffic, to succeed **Willaim Petersen,** retired.

ERIE.—**Willis T. Pierson,** vice-president and general counsel, Cleveland, Ohio, who began a leave of absence December 31, 1957, will retire April 1.

FORT WORTH & DENVER.—**G. H. Eastham** appointed general storekeeper, Childress, Tex., succeeding **D. O. Nash,** who retired February 1.

FRISCO.—**E. W. Brown** and **N. C. Sweetin** appointed road foremen of equipment, Tulsa, Okla., and Fort Smith, Ark., respectively.

E. L. Anderson, assistant to vice-president—operations, St. Louis, retired March 1.

MILWAUKEE.—**Walter W. Kremer,** vice-president—traffic, Soo Line, elected vice-president—traffic, Milwaukee, at Chicago, succeeding **Paul H. Draver,** elected to the newly created position of vice-president—industrial development.

Maurice E. McCarroll appointed general agent, New Orleans, succeeding **Charles T. Carter,** deceased.

Richard F. Kratochwill appointed assistant comptroller, Chicago.

QUANAH, ACME & PACIFIC.—**Richard F. Carroll** appointed general agent, San Francisco, Cal.

SEABOARD.—**G. A. McMillan,** chief clerk, traffic department, Tampa, Fla., appointed district freight agent, Plant City, Fla., succeeding **A. P. Courvoisie,** retired (Railway Age, Feb. 10, p. 40).

SANTA FE.—**C. J. Cosner,** right of way agent, Coast Lines, Los Angeles, appointed valuation engineer, Coast Lines there, succeeding **M. V. Anderson,** deceased. **G. L. Muchow** named to replace Mr. Cosner.

Walter W. Kremer
Milwaukee

Paul H. Draver
Milwaukee

OBITUARY

John P. Morris, 67, retired general manager of the mechanical department, **Santa Fe,** died February 20 in Redlands Community Hospital, Redlands, Calif.

These shipper conscious railroads have

PS-2

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in service or on order
to serve your bulk
shipment needs

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Baltimore & Ohio
Bessemer & Lake Erie
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Central of Georgia
Central Railroad of New Jersey
Chicago & North Western
Chicago, Burlington & Quincy
Chicago Great Western
Chicago, Milw., St. Paul & Pacific
Chicago, Rock Island & Pacific
Clinchfield
Delaware & Hudson
Denver & Rio Grande Western
Detroit, Toledo & Ironton
Duluth, Missabe & Iron Range
Elgin, Joliet & Eastern
Florida East Coast
Great Northern
Illinois Central
Kansas City Southern
Lehigh Valley
Lehigh & New England
Louisville & Nashville
Maine Central
Minneapolis & St. Louis
Missouri-Kansas-Texas
Monon
New Haven
New York Central
Norfolk & Western
Northern Pacific
Pennsylvania
Pittsburgh & West Virginia
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Southern Railway
Soo Line
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Ferro-magnesium	Potash
Ferro-silicon	Soda Ash
Fertilizers	
Ground Calcium	

RRs Battle for Midwest-Pacific Traffic

Carriers set up fifth-morning service from Chicago to the West Coast, cutting 24 hours from former schedules

There's a growing trend in the West toward tighter and faster freight scheduling.

Singly or in combination, most railroads operating between Chicago and California have announced fifth-morning delivery to the West Coast. The old standard was sixth-morning, in some cases seventh-morning.

The schedule changes point up comments made recently by officers of several western lines about the necessity for running "service" railroads. The improvements should place the western carriers in a better competitive position for long-haul Midwest-Pacific Coast business.

The expedited service involves primarily Chicago-Los Angeles and Chicago-San Francisco schedules. But other West Coast destination points may also benefit. Chicago-Denver schedules also have been shortened.

Several factors have played a part in speeding the westbound movement: Reductions in running time, rescheduling of existing trains and assignment of new freight runs, earlier release of loaded cars in Chicago and later train departure times, better connections at interchange points and more flexibility in placement of cars at destination points.

Chicago & Eastern Illinois first announced a five-day schedule to California, in conjunction with the Cotton Belt and Southern Pacific. The move was aimed at cutting 24 hours from Chicago-Los Angeles schedules. Comparable time savings also went to service between Chicago and the Southwest.

The C&EI-Cotton Belt-SP routing, it's reported, sets up fifth-morning (7 a.m.) arrivals in Los Angeles, with fifth-day delivery where possible, sixth-day otherwise.

Fifth-morning schedules have since been announced by Santa Fe, Milwaukee, Illinois Central, Chicago & North Western and Burlington. Rock Island and SP are reported negotiating a like move.

Some of the expedited schedules are limited to four departure days a week from Chicago—Wednesday, Thursday, Friday and Saturday. Others, including those of the Milwaukee, IC, C&NW and C&EI, are set for daily operation.

Indications are that a good part of the time saved comes from both ends of the line. Santa Fe noted that an "appreciable factor" in speeding merchandise traffic is forwarder cooperation in providing for earlier release of loaded cars and greater flexibility in placement of cars.

Once it's on the road, the freight is also moving faster. The North Western and Milwaukee both have California freight on a faster schedule between Chicago and Council Bluffs-Omaha. Western Pacific, running a new train called "Advance CFS" has cut 11 hours from previous Salt Lake City-Oakland-San Francisco schedules.

Later departures have, in some cases, aided the speedup. C&NW's California freight formerly moved out of Chicago at 4:30 p.m. Now it leaves on train No. 255, out of Proviso Yard at 1 a.m. At the same time, the road has cut two hours off running time on its part of the movement.

Most of the new schedules are set up for fourth-afternoon arrival in California. Western Pacific's train, for example, is scheduled into Oakland at 4 p.m., into San Francisco at 7 p.m. on the fourth day, thus making possible spotting for fifth-morning delivery. Rio Grande has also made schedule adjustments on its part of the westbound run.

C&NW-UP routing gets freight into Los Angeles at 5 p.m. fourth day. C&NW-UP-WP or C&NW-UP-SP cars reach San Francisco by 7 p.m. IC freight is also scheduled for west coast arrival between 5 and 7 p.m. fourth afternoon, depending on destination.

Present Chicago departures range from 11 p.m. on the Santa Fe to 11:30 p.m. via C&EI, 12:30 a.m. via Burlington and 1 a.m. via C&NW, Milwaukee or IC.

And, as one railroad president com-

Timetable Set for Ex Parte 212

The ICC's investigation of freight rate increases authorized in Ex Parte 212 is under way with a call for the railroads' supporting evidence on or before March 25.

Increases involved are those which became effective February 15 (Railway Age, Feb. 17, p. 31).

The commission's order authorizing the increases also instituted an investigation into their lawfulness. In issue, too, are other railroad proposals (principally accessorial charges) either cut back or suspended by that order.

The call for railroad evidence by March 25 was in a February 25 commission order which also set out other deadlines and prescribed procedures for the investigation. The evidence will be in the form of verified statements. Witnesses submitting them will be subject to cross-examination at hearing sessions.

Statements of those supporting the railroads are also due March 25. Opposition statements will be due April 22. Statements in rebuttal to these opposition statements will be due May 6.

Except for Washington sessions beginning May 19, dates and places for hearings have not been set. Parties desiring to cross-examine witnesses must advise the commission on or before May 15 which witnesses they want called.

Documents submitted previously in the case "will not be considered unless resubmitted," the order said. It divided the investigation into subjects as follows: General revenue needs of the railroads; line-haul rates (by commodity groups); special and accessorial charges; free time at the ports; and economic effects on communities, markets and carriers.

UP Will Star on TV

Construction of the Union Pacific—chronicled previously in book and motion picture—will be the subject of a new television series now in production in Hollywood. California National Productions is preparing the series. UP may sponsor the programs in certain cities in its territory. Surveying instruments used by Gen. Grenville M. Dodge during construction of the line are the object of discussion in the photo. Participants are William R. Moore, (center) UP general director, press-radio-TV relations; and CNP officers H. Weller Keever (left), and Edward A. Montanus.

mented in announcing the speedup, such improvements "should make this service very attractive to shippers. We also expect this agreement (to expedite movement) eventually will make substantial contributions to our operating revenues."

No changes have been made in schedules over northern routes to north Pacific Coast points. Arrangements in effect for some time, one traffic officer indicated, have provided fourth-morning service from the Twin Cities, fifth-morning from Chicago.

Wabash Shortens Schedules Between Detroit-St. Louis

The passenger-minded Wabash is chopping 10 to 35 minutes from the schedules of its four St. Louis-Detroit passenger trains.

Wabash credits the faster schedules to more efficient dispatching and utilization of motive power, plus use of two diesel units instead of one on the trains involved.

Biggest changes involve two overnight trains between the two cities. The eastbound "Detroit Limited" will make its run in 35 minutes less time; westbound, the "St. Louis Limited" will have its schedule shortened 30 minutes.

The daytime "Wabash Cannon Ball" schedules will be shortened by 20 minutes eastbound and 10 minutes westbound.

Santa Fe Will Merge Two of Its Divisions

Consolidation of two Santa Fe divisions is scheduled for next September 1.

The move would combine the carrier's western and middle divisions. Headquarters of the consolidated operation would be at Newton, Kan.

The merger was described as an economy measure, brought on by declining traffic and increasing operating costs.

Santa Fe's present middle division is based at Newton. Western division headquarters are at Dodge City, Kan. The consolidation, it's indicated, may involve transfer of some 30 employees from Dodge City.

Index to Volume 143

The index to the latest volume of Railway Age, July through December 1957, is ready for distribution to subscribers. Requests should be addressed to the Circulation Department, Railway Age, 30 Church street, New York 7. Subscribers who have in previous years made application for the index need not apply again. They will continue to receive it as long as they continue to subscribe.

Santa Fe CTC Goes on Public Display

CTC electronic wonders are in public view as part of a Santa Fe project in Kansas. This centralized traffic control, with each track signalled both ways, is being installed on 103 miles of double track between Kansas City and Emporia. People on platform at Emporia can watch through special window.

'All Is Not Lost' for Railroads

The railroad spokesman at the United States Chamber of Commerce's National Transportation Outlook and Planning Conference undertook, as he said, to convey "at least some feeling that, for the railroads, all is not lost."

The spokesman was Bruce Dwinell, vice-president of the Rock Island, substituting for that road's president, D. B. Jenks. He made the foregoing comment after referring to the industry's recent presentation at the Senate hearings on the "deteriorating railroad situation."

The conference was organized by the chamber's Transportation and Communication Department with the assistance of several cooperating organizations. These included the Association of American Railroads, associations representing other agencies of transport, and the National Industrial Traffic League.

RI's Dwinell was one of eight spokesmen for the various agencies who participated in a panel program which also included a panel of questioners from the transportation press.

The other seven spokesmen for transport agencies were: air, Robert F. Six, president, Continental Air Lines; freight forwarding, Paul J. Coughlin, executive vice-president, National Carloading Corporation; trucking, Walter F. Carey, president Automobile Carriers, Inc.; bus lines, A. N. Brion, president, Eastern Greyhound Corporation; pipe lines, J. L. Burke, president, Service Pipe Line Company; ocean transportation, Lewis A. Lapham, president, Grace Line, Inc.; inland waterway transportation, John W. Oehler, vice-president, A. L. Mechling Barge Lines.

On the panel of questioners were: James G. Lyne, editor, Railway Age; Joseph C. Scheleen, editor, Traffic World; Robert H. Wood, editorial director, American Aviation; Edward P. Tastrom, associate editor, Journal of Commerce; William S. Odlin, Jr., associate editor, Transport Topics.

Speakers at other sessions of the conference were Representative Harris of Arkansas, chairman of the House Committee on Interstate and Foreign Commerce; Representative Bonner of North Carolina, chairman of the House Committee on Merchant Marine and Fisheries; Frank Barton of the Senate Interstate Commerce Committee's transportation staff; Louis S. Rothschild, Under Secretary of Commerce for Transportation; Hunter Holding, vice-president, Equitable Life Assurance Society; and Major General John S. Mills, assistant deputy chief of staff, U.S. Air Force.

Mr. Dwinell's prediction as to carloadings was that this year's total will be about 10% below that of 1957. He recognized that the drop is now about 17% but pointed out that, later in the year, the comparisons will be with last year's low level.

As to the end of the recession, Mr. Dwinell said he doesn't see very much in the way of increased business until the last quarter of 1958. He thinks the west-

ern railroads should fare better than the eastern lines, especially since prospects for good crops are now bright.

He expects this year's passenger-miles and ton-miles to be down between 5 and 10%, and capital expenditures to be off more than 30%. As to net income, Mr. Dwinell said his present estimate is that it will be off about 20%.

"The explanation," he added, "is relatively simple. The railroads, in the face of this downward trend in the economy, are stuck with an unfortunate labor contract."

The RI executive was nevertheless "optimistic about the future of the railroad industry." He feels that way because "I don't believe for one moment that the people of this nation, when they understand fully the problems which face us, and what we mean to the economy, will allow the very backbone of their national transportation system to disintegrate."

The Senate hearings are indicative of the public interest, Mr. Dwinell said, adding: "The hundreds of newspaper editorials and the comments in the speeches of public figures point to an awakened public interest and sympathetic understanding."

Mr. Barton substituted for Senator Smathers of Florida, chairman of the subcommittee which is conducting the Senate inquiry. He reviewed briefly the presentations made by the railroads and the trucking industry.

Mr. Barton said the subcommittee's present plans contemplated ending the hearings this month. He went on to say that he expects "constructive" legislation to be framed by the committee and reported to the Senate "fairly early."

Chairman Harris of the House committee talked principally about its current investigation of regulatory agencies. Undersecretary Rothschild talked about the Commerce Department's activities in the maritime, highway, and aviation fields. He told of its plans to propose user charges for the federal airways system (Railway Age, Feb. 24, p. 10).

Morse Questions ICC Job Shifts

Circumstances under which former ICC Chairman Owen Clarke and the commission's former general counsel, Edward M. Reidy, accepted railroad positions have been called "questionable" by Senator Morse, Democrat of Oregon.

The senator made the statement in a February 21 Senate speech. He was urging the Senate to create a special committee to investigate the regulatory commissions.

Mr. Clarke left the commission in January to become a vice-president of the Chesapeake & Ohio, with headquarters at Cleveland. Mr. Reidy resigned in 1955 to become general attorney for the Southern Pacific, with headquarters at Washington, D.C.

The senator said Mr. Clarke's plan to resign from the commission was announced December 23, but the announcement did not say where he was going. Noting that Mr. Clarke's transfer to the C&O did not take place until mid-January, Senator Morse said "it defies the imagination" that Mr. Clark did not tell President Eisenhower where he was going when he submitted his resignation.

If he did not, that "ought to be brought out in an investigation," the senator added. He continued:

"Inasmuch as his successor was named simultaneously, Mr. Clarke's departure must have been arranged some little while before. It takes a little while to arrange such matters.

"These questions arise: When did Mr. Clarke enter into negotiations with the C&O? When did Mr. Clarke make final arrangements with C&O to become a vice-president? After opening negotiations, did he participate in ICC matters which directly affected the C&O as a party, or indirectly affected the C&O or other lines with common or competitive interests?

"Indeed, once negotiations for a C&O vice-presidency were under way, and even more when they jelled into agreement, could Mr. Clarke do anything in the field of transportation with propriety? I happen to think not. What he did in fact do would crystallize the issue."

Senator Morse went on to reveal that he received a February 3 letter from Mr. Clarke, who "claimed that he took no part whatsoever" in the Ex Parte 212 freight-rate case. The "arbitrary manner in which this case was handled also warrants thorough inquiry as an example of the almost unfettered power of agencies such as the ICC," the senator said.

Mr. Reidy, the senator said, was representing the commission in a court case involving a complaint against the SP when he resigned to join that road's legal staff. The complainant, who had appealed from a commission ruling, lost in the lower courts and, the senator said, was seeking a review by the Supreme Court when:

"Mr. Reidy, by letter dated May 23, 1955, and acting in the case as general counsel of the ICC, requested an extension of time within which to file a brief for the commission. . . The request was granted. On June 1, 1955, the same Mr. Reidy. . . advised counsel for the complainant that he was at this time general attorney for the Southern Pacific. . . He requested consent to an extension of time in which now to file Southern Pacific's brief with the Supreme Court. . . In subsequent proceedings in the case, Mr. Reidy was designated by the commission on pleadings as general attorney for Southern Pacific."

Senator Morse also said it is a matter of "oft-repeated comment" among lawyers that for many officers and employees of the ICC, the commission "is a stepping stone to a nice fat railroad job."

The senator is sponsor of a resolution to create the special investigating committee he wants. The resolution has been referred to the Senate Committee on Interstate and Foreign Commerce, where it seems to have been pigeonholed.

In Cleveland, Mr. Clarke issued the following statement:

"As the senator stated, he had already received from me two weeks earlier a letter telling him that I had purposely refrained from participating in Ex Parte 212. In fact, I carefully avoided taking part in any matters in which the C&O had an interest directly or indirectly from last October, when I was asked if I would consider joining the railroad.

"Such matters actually were very few, since as chairman I was not a member of any division and was required to devote most of my time to administrative duties. Final arrangements with the C&O were made on January 6, 1958, two weeks after the announcement of my resignation from the commission."

Mr. Clarke added that in his letter of resignation he had informed the White House of his intention to take the C&O position.

Asked to comment on Senator Morse's speech, Mr. Reidy said: "I did not have anything to do with the SP case after I left the commission except to request an extension of time to file a reply to a petition for a writ of certiorari in the Supreme Court to which the other side had consented in advance. Furthermore, the Interstate Commerce Commission and the Southern Pacific were both on the same side of the case."

Meanwhile, the Subcommittee on Legislative Oversight of the House Committee on Interstate and Foreign Commerce is continuing its investigation of the regulatory agencies. Most of its time thus far has been spent investigating the Federal Communications Commission.

Financial

Dividends Declared

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ERIE.—$5 preferred, $1.25, quarterly, payable March 1, June 1, September 1 and December 1, to holders of record February 7, May 9, August 8 and November 7, respectively.

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Begin Afresh for Passengers!

Start from scratch with an entirely new passenger service, based on recognized profit-making commercial principles—this is the suggestion twice noted (February 10 and January 27) in our "Railroading After Hours" column. The idea was broached to us by an operating vice-president.

What he suggests, in essence, is that the railroads should plan a coast-to-coast passenger run —perhaps only once a week at the start. It would make the trip in two nights, not by excessive running speed, but by avoiding intermediate terminals and with other stops only to re-fuel.

There would be coach, coach-sleeper, and standard Pullman service—each priced attractively, but calculated to yield a profit at the expected occupancy ratio. Since the success of the experiment would be as much in the unions' interest as in that of the railroads'—the unions would be asked to exempt this experimental train from any restrictive working rules.

That is, train and engine crews would be paid by the hour rather than by the mile—and would be authorized to run over seniority districts in addition to their regular ones. No more employees would be used than actually needed.

•

The vice-president who made this suggestion believes the train should be able to show a profit at a coach fare of $80 (equaling plane "coach" fares), and with free airplane-type meals that the planes do not accord to their "coach" passengers. Other accommodations would be priced higher, but no higher than necessary to defray extra cost.

If one such run—amply publicized and with managements and unions exerting every effort to make it succeed—should prove its effectiveness, then other trains could be added. Quite likely this service—low-cost, low-priced, fast, courteous and efficient—would arouse general enthusiasm. If successful, it would point the way to rebuilding the passenger business. These "experimental" trains would undoubtedly attract passengers from existing trains (as well as from competing agencies of transportation). In that case, the existing trains could be dropped.

What is involved here is, really, starting out brand new with passenger service—just as if the service did not now exist. There would be no limitations except those imposed by railroad technology—all man-made hindrances to profitable operation and attractive service would be swept aside.

•

A few trains like this would answer, once and for all, the question whether there is any future for long-haul railroad passenger service. We know already that there is a bright future for suburban service in the largest communities—but only if local governments play a more understanding role than they have in the past. As for the longer hauls, where the service must be entirely self-sustaining from customers' payments, there is as yet no clear answer.

One of the great attractions of such an experiment—besides the answer it would give to a vitally important question—is that it would not be expensive. It could be carried out with existing equipment. While some unionists might be inclined to shy away from making experimental concessions in working rules—they have everything to gain and nothing to lose in the very good chance that service of this kind would convert a declining business into a growing business, with a real future for employees to look forward to.

Indecision about the future of the passenger business is detrimental to the morale of railroad employees. A lot of people have arrived at the opinion—quite inaccurate, we believe—that the railroads are planning to withdraw from the passenger business. A real "all out" experiment to prove conclusively, one way or other, the possibilities of this business ought to be helpful to the railroads in many ways. And no experiment which is not really "all out" can be conclusive.

ONE RAILROAD APPROVES: We have a letter from the head of the passenger department of a good-size railroad who believes the idea has merit. He would like to try it—although not necessarily, at first, as a transcontinental run. He would like to know whether other railroad officers also think well of the proposal. We'd be glad to transmit their views to him—respecting all confidences.

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